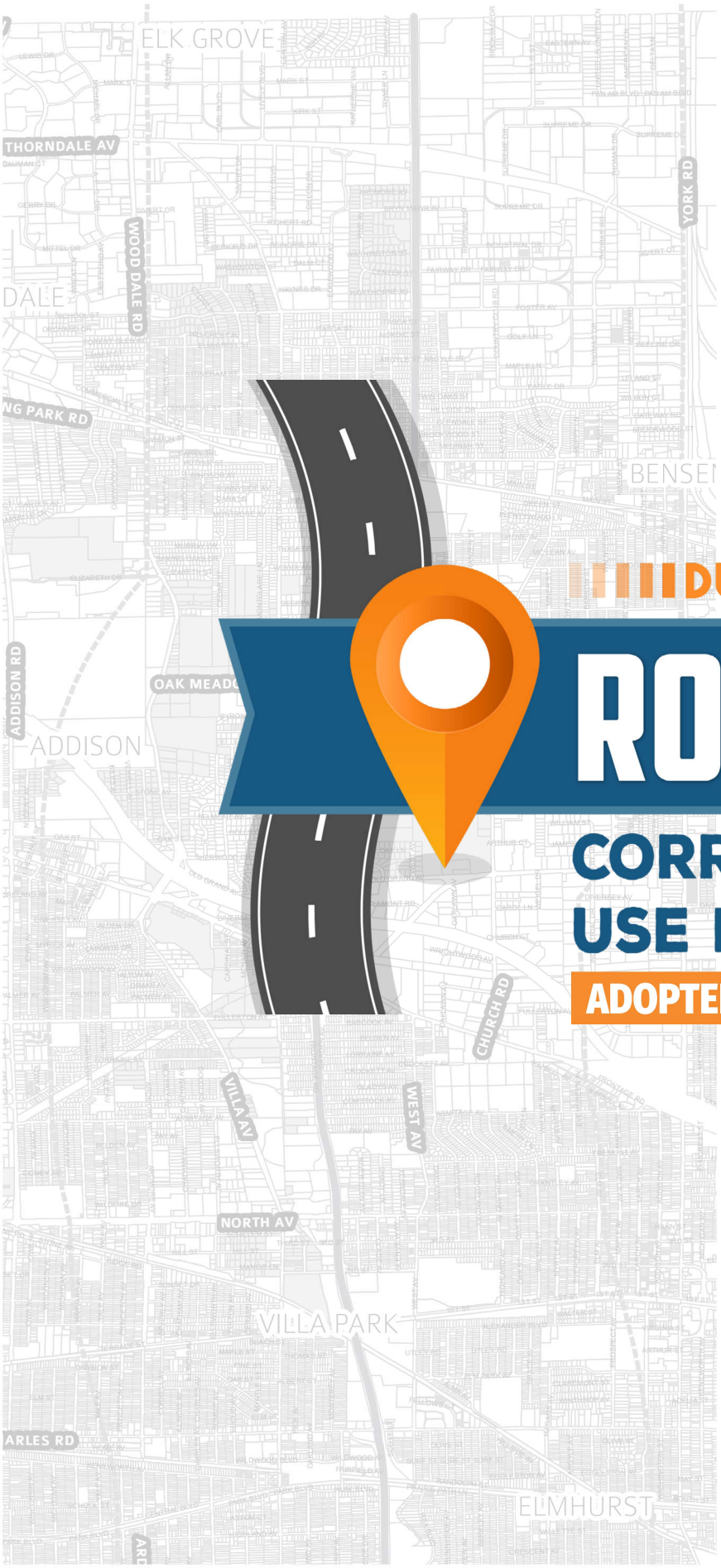

DUPAGE COUNTY

ROUTE 83

CORRIDOR LAND USE PLAN

ADOPTED NOVEMBER 9, 2021

THE COUNTY OF DUPAGE · WHEATON, ILLINOIS ·

THANK YOU

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CHAPTER 1

INTRODUCTION

Route 83 is one of the primary arterial roadways connecting communities within DuPage County and across the region; it carries tens of thousands of cars and trucks each day. While that traffic brings challenges, it also brings opportunities. Route 83 is a connector that links residents to homes, families to services, employees to jobs, patrons to shops, students to schools, businesses to goods and materials, and people to recreational, social, spiritual, and educational opportunities. These connections are crucial to sustaining residents' quality of life and a strong economic environment for business.

Thinking more broadly, land uses surrounding the ***Route 83 Corridor*** are characterized by a range of employment centers, business districts, open spaces and residential neighborhoods. While the corridor runs through multiple municipalities, much of it is developed in unincorporated areas within DuPage County. Therefore, long-term planning for unincorporated areas within the corridor must consider the interplay between unique characteristics of adjacent communities, the needs of residents, property owners, and merchants and the rules of sound land use planning.

Many of the issues and opportunities for that planning are considered in this ***DuPage County Route 83 Corridor Land Use Plan.*** While focusing on the future land use planned for currently unincorporated properties, this Plan also provides the opportunity to consider enhanced functionality of Route 83 as a regional arterial roadway, compatibility between surrounding land uses, the overall appearance of the corridor, and economic development for the surrounding communities and DuPage County. A basic rule of land use planning is that all these items are connected, and the best way to enhance all of them is by thinking of them in concert with one another.

“THE ROUTE 83 CORRIDOR IS A VITAL RESOURCE TO COMMUNITIES IN DUPAGE COUNTY.

COLLABORATION AMONG LOCAL LEADERS AND PUBLIC ENGAGEMENT WERE KEY COMPONENTS OF CREATING A PLAN FOR THE CORRIDOR THAT PROVIDES ECONOMIC GROWTH ACROSS THE COUNTY.

THIS EFFORT ADVANCES THE GOALS OF OUR ON TO 2050 PLAN AND I’M PROUD OF THE ROLE THAT THE CHICAGO METROPOLITAN AGENCY FOR PLANNING PLAYED DURING THE PROCESS. “

-ERIN ALEMAN
EXECUTIVE DIRECTOR, CMAP

PURPOSE OF PLAN

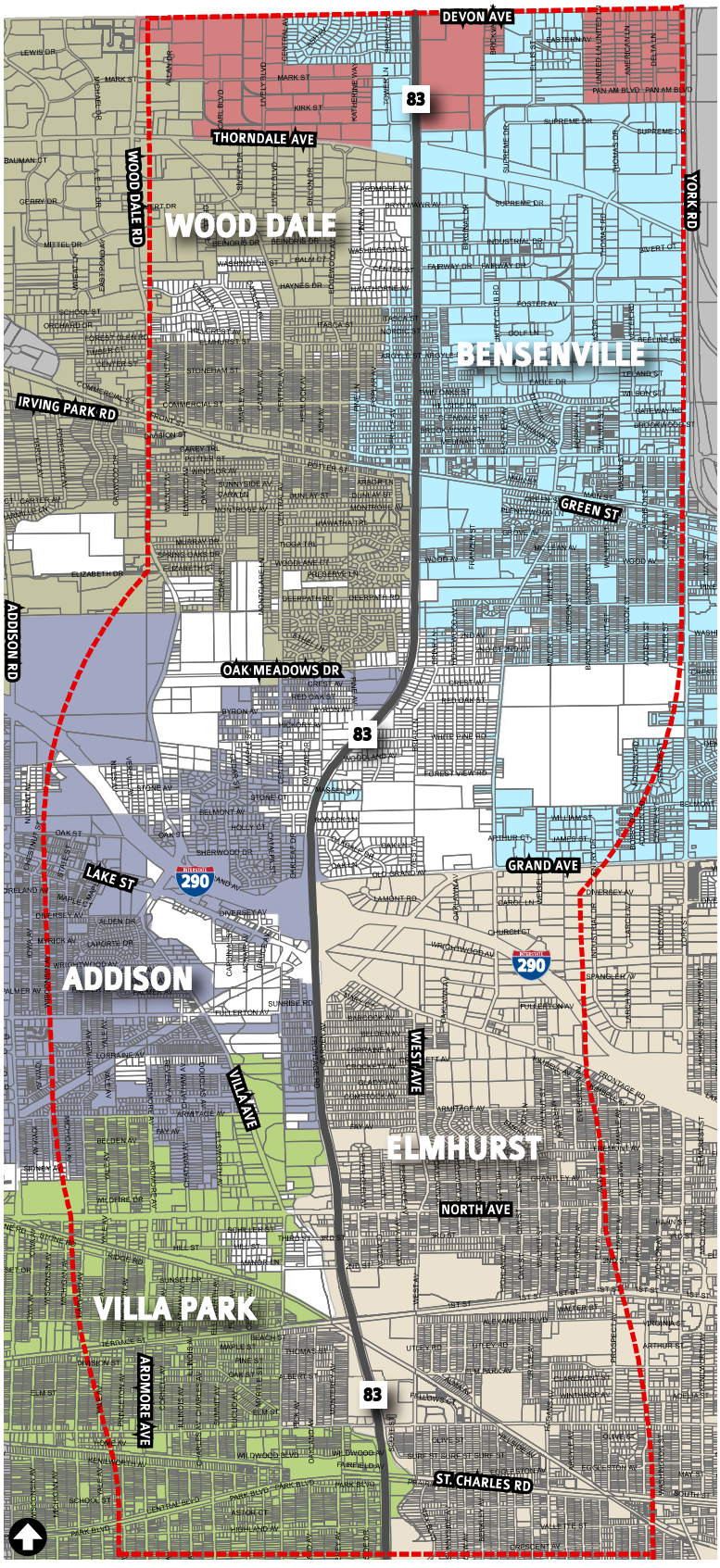
As the DuPage County Future Land Use Plan for the Study Area (defined below), this Plan has two main goals:

Facilitate Sound Land Use Patterns & Development: Establish the County's future land use plan to be consistent with those of neighboring municipalities. This approach creates greater compatibility between land uses and leads to better county-wide planning, whether those properties are annexed or not. Adoption of this plan does not automatically result in properties being annexed, it sets a context for future development, with or without annexation.

Enhance Services Related to Unincorporated and Adjacent Areas: Unincorporated properties receive public services differently from those within municipalities. County services cannot be provided as efficiently as municipal services, simply due to the proximity and size of the area being served. This certainly creates challenges for DuPage County and can create challenges for adjacent municipalities. Municipalities have direct control of matters such as development regulations and property maintenance for incorporated properties – but no authority over those that are unincorporated. For reasons such as these, a long-term goal is for unincorporated sites to become part of municipalities. Again, adoption of this plan does not make that happen automatically, and there are certainly residents and neighborhoods that prefer to remain unincorporated. Therefore, it is unlikely that over the practical life of this plan that all properties in the Study Area will be annexed to a community, but this plan considers it a goal.

STUDY AREA

As illustrated in Figure 1.1, the Study Area for this plan stretches from Devon Avenue on the north to St. Charles Road on the south, encompassing land within one mile on either side of Route 83. The Study Area includes Wood Dale, Bensenville, Addison, Elmhurst, and Villa Park. Unincorporated land (shown in white) comprises approximately 5 square miles (3,200+ acres) of the Study Area.



Study Area Boundary

FIGURE 1.1
STUDY AREA MAP

PLANNING APPROACH

The consultant team gathered and analyzed foundational data, including that related to land use, real estate markets, transportation, environmental sustainability, local planning policies, and development practices. This information was confirmed and understanding of it was enhanced through conversations with local municipal staffs, elected officials and the public. The Existing Conditions Report (finalized in May 2019) provided an in-depth accounting of the collected data and local insights, and how those related to the Study Area. Much of this analysis was performed within sub-planning areas so that land uses and land use plans of the corridor communities and the County could be considered in detail.

To ensure the Route 83 Corridor Land Use Plan integrated the ideas, thoughts, and concerns of communities along the Route 83 Corridor, the planning process included a Steering Committee (with representation from each of the corridor communities) and an interactive outreach plan to engage local residents, businesses, property owners, and stakeholders. The project's phase-by-phase approach to the outreach plan is summarized in Figure 1.2 below.

From the initial stages of the project through plan adoption, the Consultant Team worked closely with County, municipal, and CMAP staff to conduct outreach and engagement activities to guide corridor planning strategies. This reflected DuPage County's direction that the Plan follow a bottom-up approach, ensuring consistency with the visions and plans of the corridor communities. To meet this objective, some twenty-five separate meetings were conducted with community members, stakeholders, local staffs, and community officials.

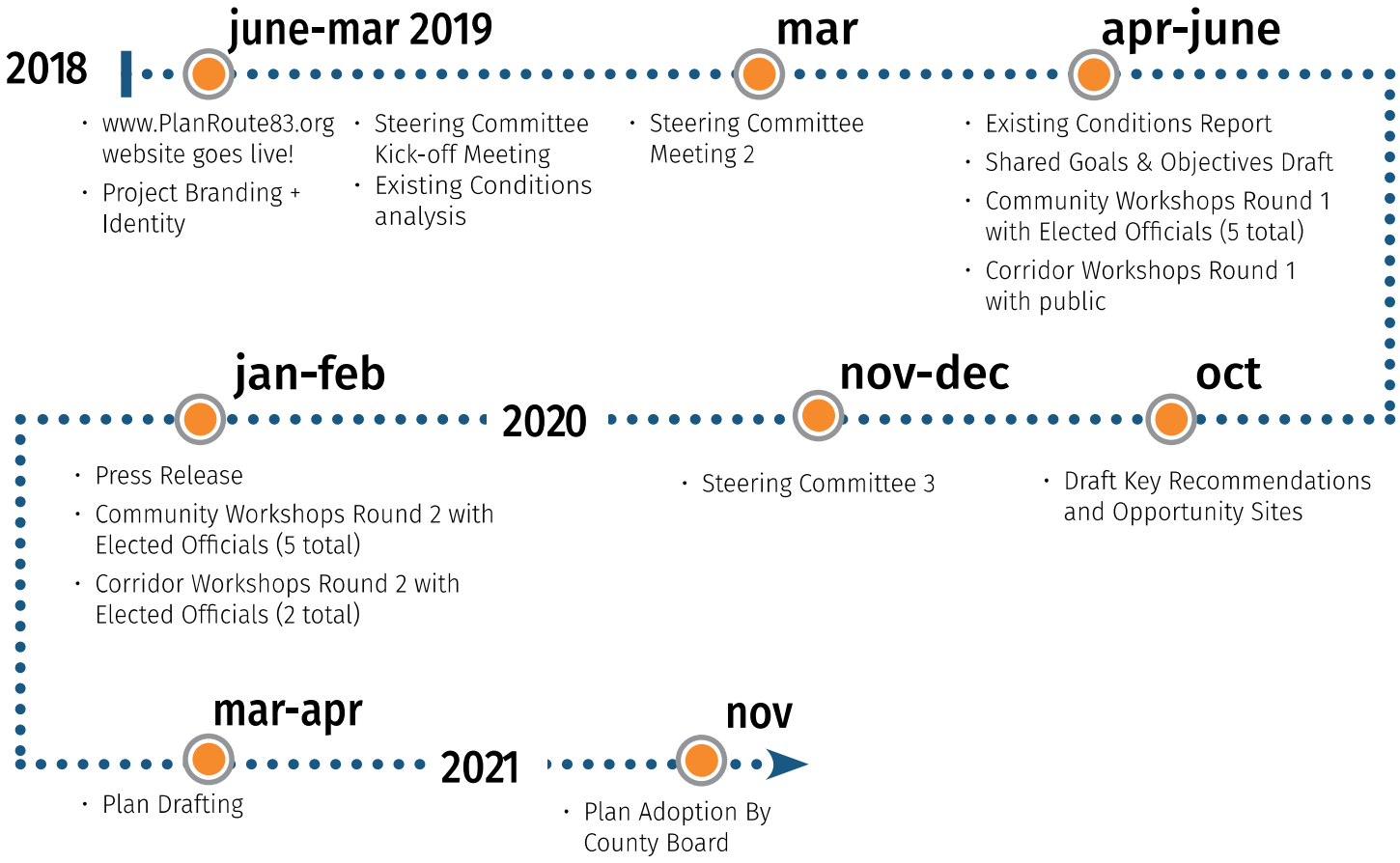


FIGURE 1.2
PLANNING AND OUTREACH PROCESS

CHAPTER 2

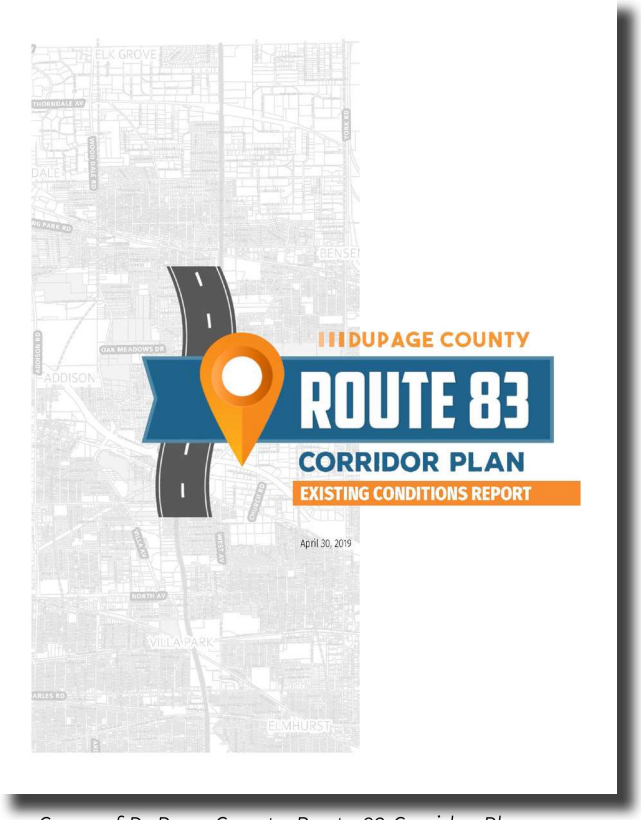
EXISTING CONDITIONS ANALYSIS

To understand issues and opportunities within the Study Area, the consultant team collected and evaluated a variety of data sources related to land use, real estate markets, transportation, and urban design. The data collection was augmented by interviews with local officials and stakeholders. This analysis provided the team with an understanding of local existing conditions, as well as regional and national trends impacting the Study Area. The existing conditions findings are summarized here and presented in the Appendix to this Plan.

Existing Land Use and Planning Assessment

Determining existing land uses for unincorporated properties within the Study Area was a primary need for this plan. Existing zoning and environmental conditions, specifically flood zones, were also reviewed to better understand the existing planning conditions that would potentially enable or inhibit development. Additionally, the consultant team noted the character of residential, commercial, and industrial areas, highlighting instances of land use incompatibility, changing character, established neighborhoods, and opportunities for redevelopment.

Understanding that future land use designations for this Plan were to be considered in light of adjacent communities, the future land use plans of each corridor community were reviewed to understand their visions for adjacent unincorporated properties. To this end, the consultant team analyzed the existing DuPage County Land Use Plan and the land use plans of the corridor communities as they related to unincorporated areas in the Study Area. Inconsistencies and incongruencies between those plans were to receive careful consideration. However, few of these inconsistencies were noted.



Cover of DuPage County, Route 83 Corridor Plan, Existing Conditions Report, April 2019

Market Assessment

Land use determinations are driven in part by demand for specific types of land use and demand for land use along Route 83 has changed since DuPage County last updated the land use plan. To get a clear picture of demand for land uses along the corridor in the Study Area, the consultants analyzed market demand for a variety of uses, including residential, logistics / industrial, office, commercial, and retail. Key takeaways from that analysis include 1) waning demand for office space, 2) substantial demand for logistics / industrial space, and 3) limited availability of housing choice within the study area. As with the rest of the region, it was found that demand for commercial retail and restaurant space continues to evolve as businesses downsize the number and size of locations. Also, the interconnectedness of communities via Route 83 and other roads creates spillover effects from business transitions and changing market conditions (they are parts of the same development market area). This interconnectedness speaks to the value of this Route 83 Corridor Plan as a step in establishing greater communication and planning for the corridor and communities adjacent to Route 83.

Transportation, Mobility & Infrastructure Assessment

Issues and opportunities related to transportation and mobility in the study area were analyzed, including the existing multi-modal network, connectivity and access both north-south and east-west, and the existing road network's ability to safely and efficiently carry users. While Route 83 has been designed for efficient travel by cars and trucks between major employment areas in the north and south of the Study Area, connections by other modes (biking, walking and transit) are varying and limited; Route 83 acts as a major barrier for east-west travel, especially for pedestrians and cyclists. The corridor communities have spearheaded several transportation-related plans in recent years, ranging from Complete Streets policies to bike, trails and active transportation plans. As for infrastructure, stormwater management was identified as an important issue. Rain knows no municipal boundaries; therefore, stormwater management is a concern for several of the corridor communities. Coordinating improvements in all these areas would create benefits for the Study Area broadly.

OUTREACH & ENGAGEMENT

With a great many stakeholders, the Route 83 Corridor Plan necessarily and intentionally used multiple forums to gather ideas and feedback during plan development. The following sections describe methods of outreach and engagement used throughout the planning process.

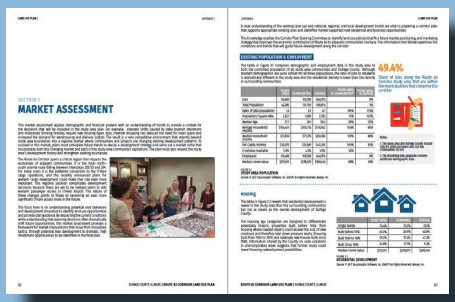
Project Website

As a means of communicating with the public and gathering ideas, a project website www.PlanRoute83.org was created. The website provided an accessible platform where the Consultant Team could regularly update residents and stakeholders about Route 83 Corridor Plan activities, project updates and Plan documents and summaries. It also provided a place for residents and other stakeholders to share their ideas and leave comments. The 'Idea' page of the website continued to receive comments throughout the planning process and all of the comments provided were reviewed and considered when developing plan recommendations.

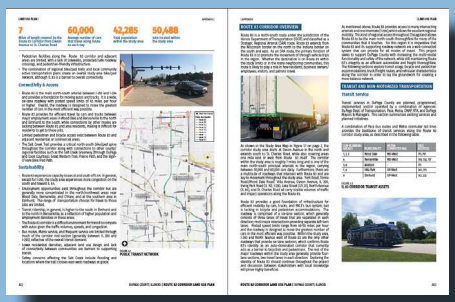
Outreach Tools

The Corridor Communities and the County used various project outreach materials, which were created early on in the planning process, to market community outreach events (and the Plan generally). These project outreach materials included, but were not limited to, postcards inviting people to open houses, sharing posters on social media, highlighting the Plan in interviews and press releases.

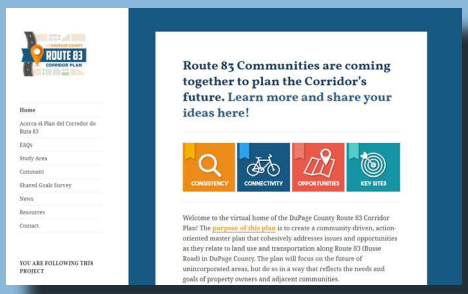
LEARN MORE:



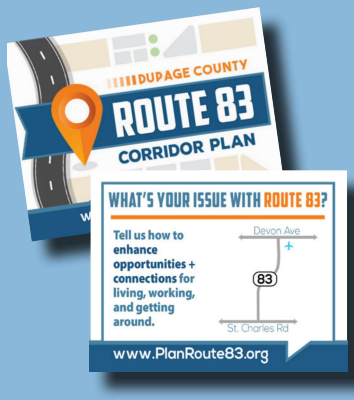
Turn to page A3 of the Appendix to read the Market Assessment.



Turn to page A12 of the Appendix to read the Transportation, Mobility and Infrastructure Assessment.



Click here to visit the website!



Project Cards included a brief description of the plan's focus and the study area, including the project website address.

Steering Committee

A Steering Committee was formed at the Plan's outset, comprised of representatives from each of the corridor communities, DuPage County, and CMAP. The committee met four times throughout the process and was integral in ensuring that ongoing communication about the planning process reached their constituencies and local officials. The committee provided the perspective of their respective communities, guiding attention to important issues and opportunities along the corridor and how they impacted each community.

Community Staff Interviews

As part of the initial data collection tasks, meetings were held with staff from each corridor community. The purpose of the meetings was to confirm existing conditions information and understand each community's policies and practices related to planning and development regulation, public services, and expectations regarding unincorporated areas. A primary finding of these discussions was that the local communities already provided public services to unincorporated areas as a function of mutual aid agreements with DuPage County. In addition, the communities were regularly in contact with the County and Township regarding service provision generally.

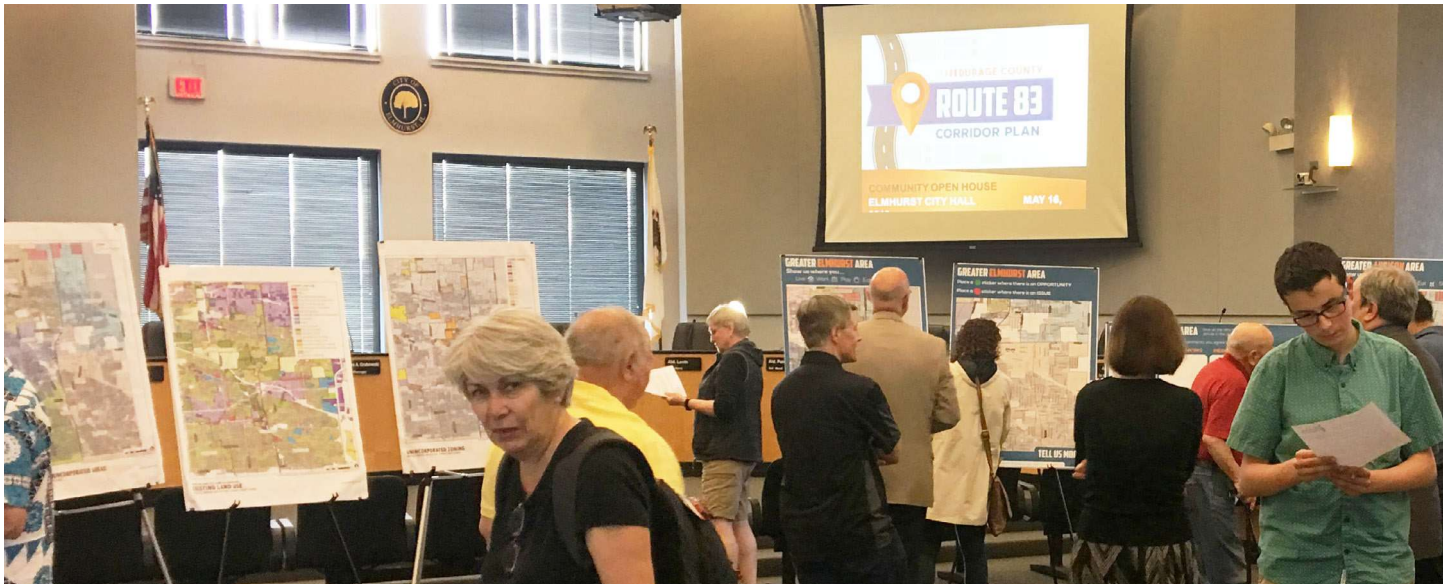
Corridor Communities Meetings with Elected Officials

In addition to collaborating with representatives of the corridor communities through the Steering Committee, the consultant team met with elected officials in each of the communities twice during the planning process. The first time was to take each community through a visioning workshop (termed "MindMapping") to define expectations for their part of the corridor. Those notions later informed the findings developed for this Plan. At the second meeting, preliminary plan recommendations were shared to confirm that the Plan's direction was in keeping with local goals and objectives.

Public Open Houses

A total of four open houses were held throughout the planning process, providing opportunities for residents and stakeholders in the Study Area to speak directly with the consultant team about the corridor. The first two open houses, held in July of 2019, presented what the team learned from the existing conditions analysis and provided opportunities for attendees to share their perspectives on issues and opportunities within the corridor. Information provided and insights gathered at the open houses were added to the project website, allowing anyone unable to attend to stay informed and share their vision and experiences as well. A second round of open houses were held in January 2020, providing the public a first-look at preliminary recommendations and an opportunity for the consultant team to have in-depth discussions with attendees regarding their questions and observations. The comments and suggestions gathered at all four open houses were taken into consideration by the consultant team, corridor communities, and DuPage County in preparing this Plan.

MindMap highlighting the City of Wood Dale's comments at the first meeting with Elected Officials in April 2019.



Community Open House, Round 1 at the Elmhurst City Hall in July 2019

KEY PLANNING CONSIDERATIONS

Evaluation of the Route 83 Corridor revealed both the benefits and challenges it creates for governments, residents, and local businesses. The roadway's substantial traffic flow brings opportunity for economic development, but also creates frustrations (and safety issues) associated with heavy car and truck use. In this way the corridor is a "double-edged sword"; that understanding is the base from which plan-development was conducted.

The main lessons learned in assessing existing conditions and interviewing local stakeholders can be summarized in the following Study Area characteristics:

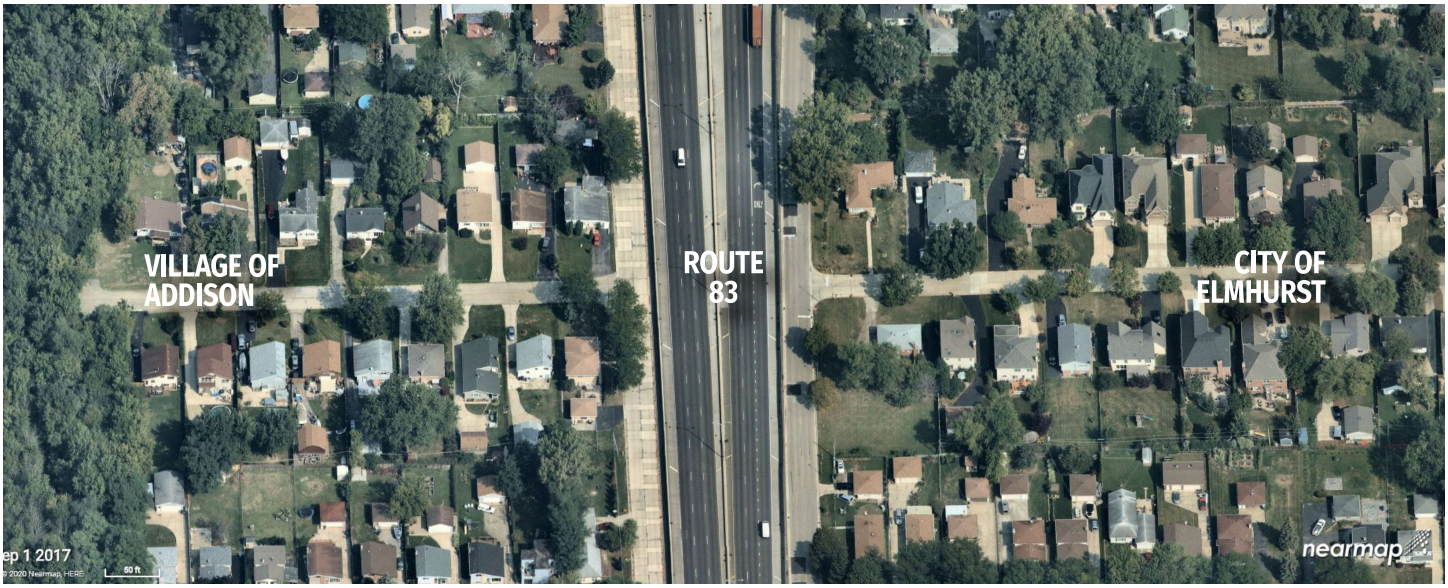
Much of the corridor is fully developed. New development will take the form of infill or redevelopment – which certainly is more challenging and expensive than greenfield development.

Most unincorporated areas in the Study Areas are small and fragmented. From a practical, municipal management perspective, this creates points of potential conflict between incorporated and unincorporated areas related to code enforcement, undesirable land uses, agency coordination, development feasibility and ability to implement plans and zoning processes. To some degree, this point defines the need for this planning effort.

Route 83 has several different roadway characteristics – ranging from essentially a limited access highway cross section (in the middle of the Study Area) to a major commercial road with access to individual properties, developments, and frontage roads. Additionally, Route 83 is located near local and regional multi-modal facilities, increasing its importance as a connecting route. As a result, general recommendations and potential land use recommendations will vary in scale and impact based on where they are applied along the corridor.

Salt Creek creates flood plain areas and development challenges along stretches of the corridor and several key properties.

Route 83 runs mainly adjacent to the corridor communities. At no point is the roadway entirely in one of the communities for much of any distance; it is mainly the dividing line between communities. In general, this means the ability of any one corridor community has limited ability to influence land uses or design character of the corridor. In addition, any enhancements to the roadway must be done in concert with the Illinois Department of Transportation (IDOT) and be reflective of their policies and practices.



Route 83 runs mainly adjacent to the corridor communities and acts as a difficult-to-cross, dividing line between communities.

CORRIDOR GOALS AND OBJECTIVES

After conducting the existing conditions analysis and initial engagement elements of the DuPage County / Route 83 Corridor Land Use Plan, several fundamental topics and desired outcomes for the plan emerged and evolved into a set of goals for the Plan. Those were refined into goals for the corridor (Figure 2.1), each with supporting objectives and related actions. These principles were revisited throughout the plan process and were used to develop strategies and implementation recommendations for the corridor.

Goals

Goals are future-oriented and aspirational vision statements – they may not be fully achievable to everyone's definition, but they convey a future that the County and corridor communities will strive for as they relate to their individual and group connection to Route 83.

In implementing the DuPage County Route 83 Corridor Land Use Plan, it is envisioned that the corridor can present opportunities for DuPage County and the Corridor Communities to:

- Add to **sense of place** and community for those living and working along the corridor, keeping it clear of unsightly conditions and attracting wanted development.
- Benefit from the **economic development** opportunities available due to the corridor's traffic volumes, visibility, and connectivity to O'Hare Airport and the region.
- Create a **safe travel environment** for those moving along, across, and near Route 83 in a vehicle, on a bicycle, or as pedestrians.
- Define active and attractive **gateways** for each of the communities, whether formally designated or highlighted by quality development.
- Maintain **coordination and communication** between government agencies serving the area.
- Protect and enhance **environmental resources** as public amenities and as part of the area's stormwater management system.
- Support a desirable **residential quality-of-life** for those living nearby.

Objectives and Principles for Action

Objectives are tactics to support implementation of the goals. They suggest general actions to be taken and serve as benchmarks to evaluate the success of those activities (shown as solid bullet points).

Principles for action are programs and policies to implement each objective (shown as indented bullet points).

- Address **code enforcement** challenges inherent in properties being located along major transportation corridors and unincorporated properties.
  - » Continue to build on coordination efforts between DuPage County and the corridor communities regarding property maintenance.
  - » Apply annexation as a tool for corridor communities to address property maintenance challenges under local codes.
- Build on the **transportation/market relationship** of the corridor as an economic development driver and provide benefits (tax base, jobs, services for residents and business) to communities and the County.
  - » Promote access to the new Thorndale corridor (I-390) and future western access to O'Hare in local economic development efforts.
  - » Enhance multimodal access to high employment centers such as O'Hare cargo area, industrial parks, and community downtowns.
  - » Consider financing (TIF, SSA) tools to provide infrastructure and services needed as areas are incorporated.
- Secure **future development** in keeping with market realities and supportive of community goals.
  - » Anticipate and accommodate further development focused on logistics and distribution functions on properties appropriate for such development.
  - » Encourage private assembly to consolidate small, difficult to build on parcels.
  - » Address flood plain and flooding issues by working with multiple properties to meet stormwater management needs and accommodate development/redevelopment.
  - » Apply development tools (i.e. zoning and subdivision ordinances) in a manner that is flexible to support desired development formats on challenging sites.
- Enhance **mobility and accessibility** in the study area to provide safe and efficient multimodal travel options connecting homes, jobs, and local destinations.
  - » Complete local bicycle/pedestrian connections to and between communities and regional trails.
  - » Work with IDOT to consider options for mitigating impacts on residents from Route 83 access at Irving Park Road and enhancements at signalized intersections.

FIGURE 2.1
ROUTE 83 CORRDOR PLAN GOALS

  - » Work in cooperation with Pace to promote transit-friendly development and planning efforts for possible future Pulse service.
  - » Establish design guidelines addressing access, intersections, driveways, and transit stops to foster multimodal options and enhance pedestrian mobility (i.e. pedestrian refuge islands at signalized intersections)
  - » Use technology improvements to better manage traffic flow and circulation, such as TSP, coordinated signals, and real-time information.
  - » Jointly pursue planning for and grants to implement east/west vehicular and pedestrian travel across the corridor.
  - » Consider development options that serve the needs of truck users and companies.

- Manage **impacts of Route 83** traffic on neighboring properties and communities.
  - » Work with IDOT to mitigate impacts of living and working near the corridor, applying tools like sound walls and signage that alerts drivers of upcoming traffic control signals.

- Create clearly **defined municipal boundaries** to support the efficient provision of public services.
  - » Review and update annexation agreements with adjacent communities.
  - » Annex unincorporated areas to best manage community appearance and growth management.

- Continue to pursue **common objectives** and maintain shared expectations regarding issues facing the corridor.
  - » Consider findings and recommendations of the Route 83 Corridor Plan when amending local plans and development codes, or when considering development proposals.
  - » Maintain the Route 83 Steering Committee structure as a mechanism for semiannual meetings between the County and the communities to review plan implementation and other common issues. This structure can also be used for ongoing coordination with other agencies like IDOT, Pace, DuPage County Forest Preserve District, Fenton HS, and others.

- Project a **positive image** and character for each of the corridor communities and DuPage County.
  - » Include Route 83 access points into community-wide planning for gateways, wayfinding, and streetscape.
  - » Identify and take advantage of the Salt Creek and Forest Preserve as environmental assets whenever and wherever possible.
  - » Apply development standards to character of developments in the study area (landscaping, signage, aesthetics, etc.) to reflect established community criteria.

RELATIONSHIP TO THE CMAP ON TO 2050 PLAN

This Plan and the approach for its implementation are both in keeping with the recently adopted plan for the Chicago Region. As this Plan is implemented, the Core Principles of CMAP's ON TO 2050 Plan particularly resonate with the corridor. As CMAP's long-term comprehensive vision plan for the Chicago metropolitan region, the ON TO 2050 Plan is built on a foundation of three core principles:

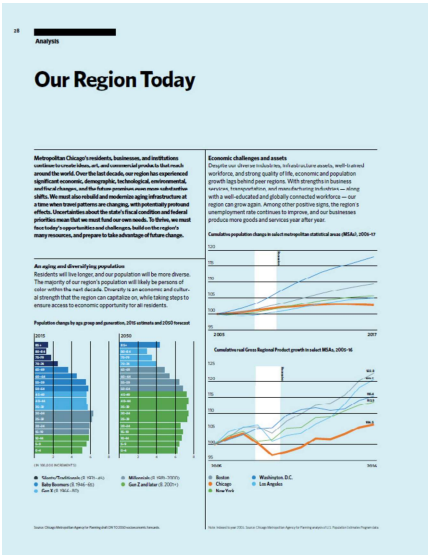
Inclusive growth to ensure prosperity through economic growth based in opportunity- for-all. Enhancing infrastructure to accommodate multiple modes of transportation expands and improves access along the Route 83 corridor and supports local and regional economic development goals by ensuring industrial uses remain competitive and productive, as well as connecting people of all backgrounds and abilities to opportunities for employment, education, healthcare, recreation, etc.

Resilience by preparing for rapid changes, both known and unknown. By working together to find solutions, corridor communities can better address known challenges such as flooding and stormwater management, and significant and growing truck traffic which impacts roadway safety, congestion and maintenance.

Prioritized investments to maximize the benefits of targeted use of resources. Cooperative strategies – updating annexation agreements, streamlining services to both incorporated and unincorporated areas, using the Route 83 Plan to guide local plan amendments and development proposals, etc. – help to prioritize and maximize the impacts of local investments in economic development, water resource management, and in undertaking regionally significant projects. "The continued collaboration of the corridor communities with each other and DuPage County will pay dividends as the project shifts from planning to implementation."

These core principles form a foundation guiding the plan's goals and policy recommendations for the region, which cover five topical areas: (1) Community; (2) Prosperity; (3) Environment; (4) Governance; and (5) Mobility. A summary on page A2 of the Appendix details how the Route 83 Corridor Plan advances ON TO 2050's three core principles.

A LOOK INSIDE
ON TO 2050 Regional Plan, CMAP

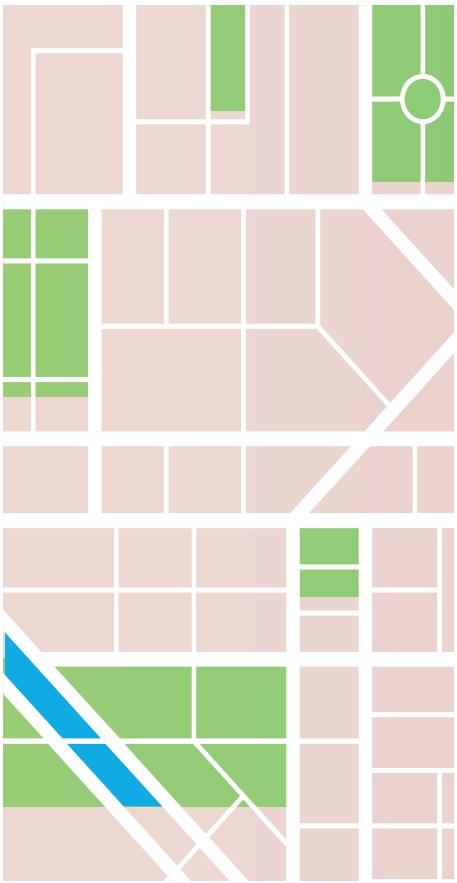


View the full ON TO 2050 Plan here.

CHAPTER 3

FUTURE LAND USE PLAN: UNINCORPORATED DUPAGE COUNTY

The principal purpose of this Route 83 Corridor Land Use Plan is to update the DuPage County Land Use Plan as it relates to the Study Area (one mile either side of Route 83 from Devon Avenue to St. Charles Road). Therefore, this Plan begins by designating appropriate future land uses in the unincorporated portions of the Study Area. Other Plan sections will advance recommendations to improve the experience of using the corridor (see Urban Design Recommendations) and mobility along and across Route 83 (see Transportation Recommendations). Together, these recommendations act as a guide for land use in the study area, that acknowledges the influence of Route 83 and addresses local needs and long-term desires of the communities.



LAND USE RECOMMENDATIONS

Land use recommendations are presented in two forms. The first is to designate appropriate land use designation for unincorporated properties in the Study Area. These recommendations, presented by sub-planning areas which are consistent with the subareas created for the existing conditions analysis, are based on 1) trends of development in the area, 2) sound land use planning, 3) land use designations in current Comprehensive Plans of DuPage County and the corridor communities, and 4) planning and land use goals of the corridor communities.

The second way in which recommendations are presented is as opportunity sites and concepts for redevelopment. These were identified during the planning process with regard to the potential for redevelopment and as examples for how redevelopment may occur in the Study Area, should such opportunities arise. This section also outlines the process by which redevelopment typically occurs, as well as thoughts on options for new residential development.

The following recommended land use designations are the basis for an update of the DuPage County Land Use Plan.

SUB-PLANNING AREA 1:

Unincorporated properties in this subarea primarily include single-family residential uses and a limited number of parcels that were never developed (now functioning as part of the Franzen Grove Park). These lots currently function as open space and are not anticipated to be developed as single-family residential uses in the near future. Therefore, this plan sees the land use of these properties as Open Space.

Single-family residential uses between Foster Avenue and Hawthorne Avenue are anticipated to remain as single-family uses.

The single-family residential uses located along Washington Street in this subarea are no longer a part of County land use recommendations, as the area was annexed into the City of Wood Dale during the time this plan was being prepared. However, the area is a noteworthy example of redevelopment in that the thirteen (13) homes located along that street were sold by the owners to a single developer for an industrial/distribution facility. The area is generally surrounded by business / industrial uses. This change highlights the strength of the industrial/ logistics real estate market near O'Hare Airport. Not unexpected, this change is consistent with the City of Wood Dale's recently updated Comprehensive Plan (2018).

Sub-Planning Area 1 Aerial

See **Figure 3.1** for view the 1997 DuPage County Land Use Plan for Sub-planning Area 1.

See **Figure 3.2** to view the Future Land Use Plan for Sub-planning Area 1.

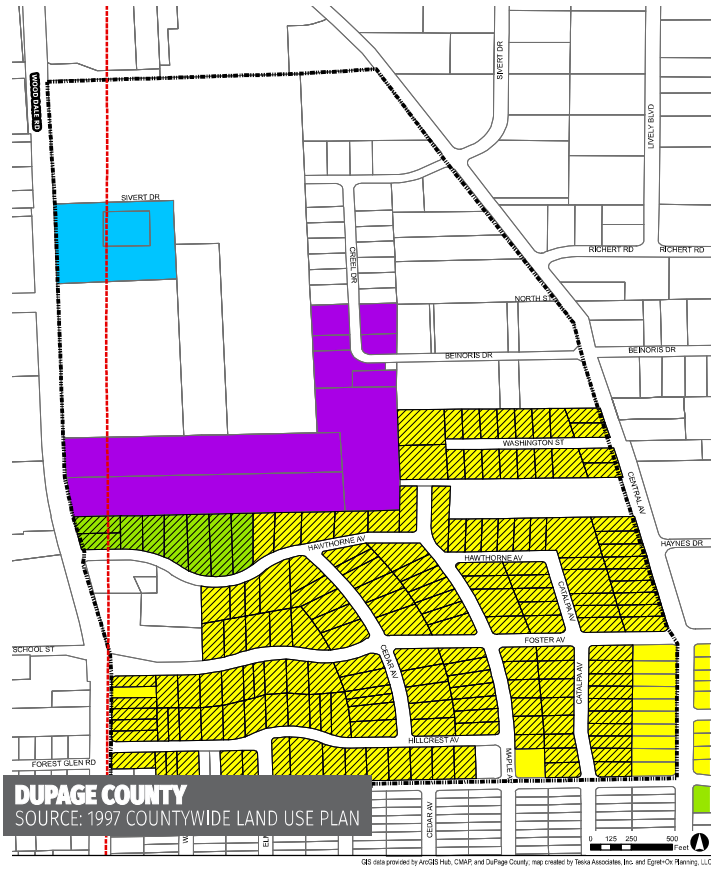


FIGURE 3.1
EXISTING LAND USE PLAN, SUB-PLANNING AREA 1

- Sub-planning Area 1
- Unincorporated
- SF Detached Residential
- SF Attached Residential
- Multi-Family Residential
- Study Area Boundary
- Commercial
- Office
- General Industrial
- Heavy Industrial
- Public/Institutional
- Open Space
- Park/Recreation
- Vacant

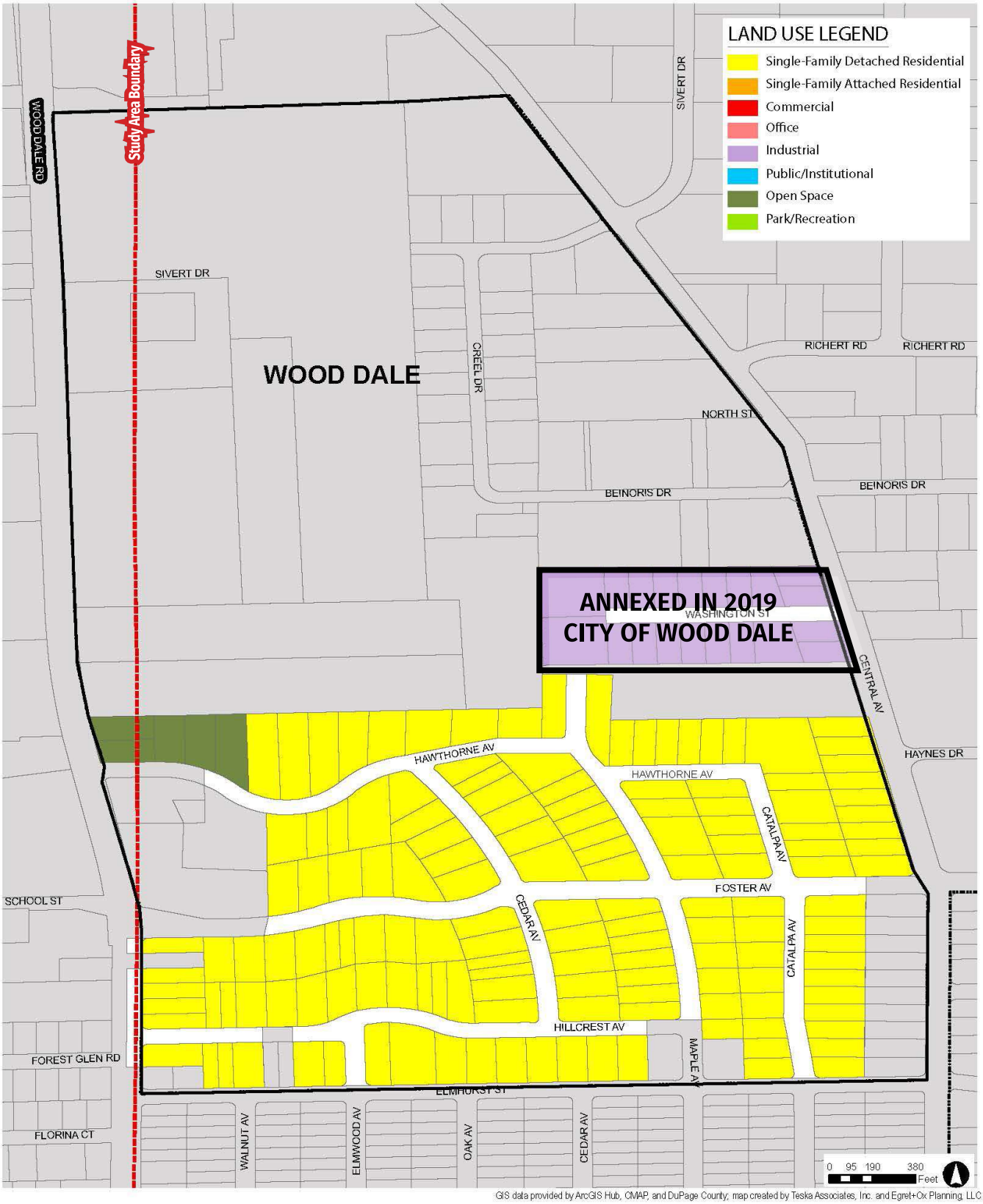


FIGURE 3.2
FUTURE LAND USE PLAN, SUB-PLANNING AREA 1

SUB-PLANNING AREA 2:

All unincorporated properties in this sub-planning area are currently single-family residential uses. South of Foster Avenue, unincorporated properties are singular parcels and anticipated to remain as such. Unincorporated single-family residential uses north of Foster Avenue are anticipated to ultimately transition to industrial/ logistics uses – consistent with the City of Wood Dale Comprehensive Plan. At the writing of this Plan, homes north of Bryn Mawr Avenue, along Pine and Ardmore Avenues are in transition to industrial development within Wood Dale – similar to the properties in Sub-planning Area 1.

It is expected that the single-family residential uses in the area north of Foster Avenue will transition to industrial uses in the future, given their proximity to existing industrial uses, the strength of the industrial/logistics market, and the trend of development seen in Sub-planning Area 1 and north of Bryn Mawr Avenue. Ultimately, land use conversion will result from the collective direction of individual property owners. The transition is acknowledged by this Plan, and it is anticipated that zoning changes would occur south of Bryn Mawr after redevelopment plans are provided by a developer and accepted by the relevant jurisdiction, likely within the City of Wood Dale.

The Redevelopment Opportunities section of this Plan provides further background on the strength of the industrial/ logistics market compared to the home sale market at present, and potential opportunities to property owners.

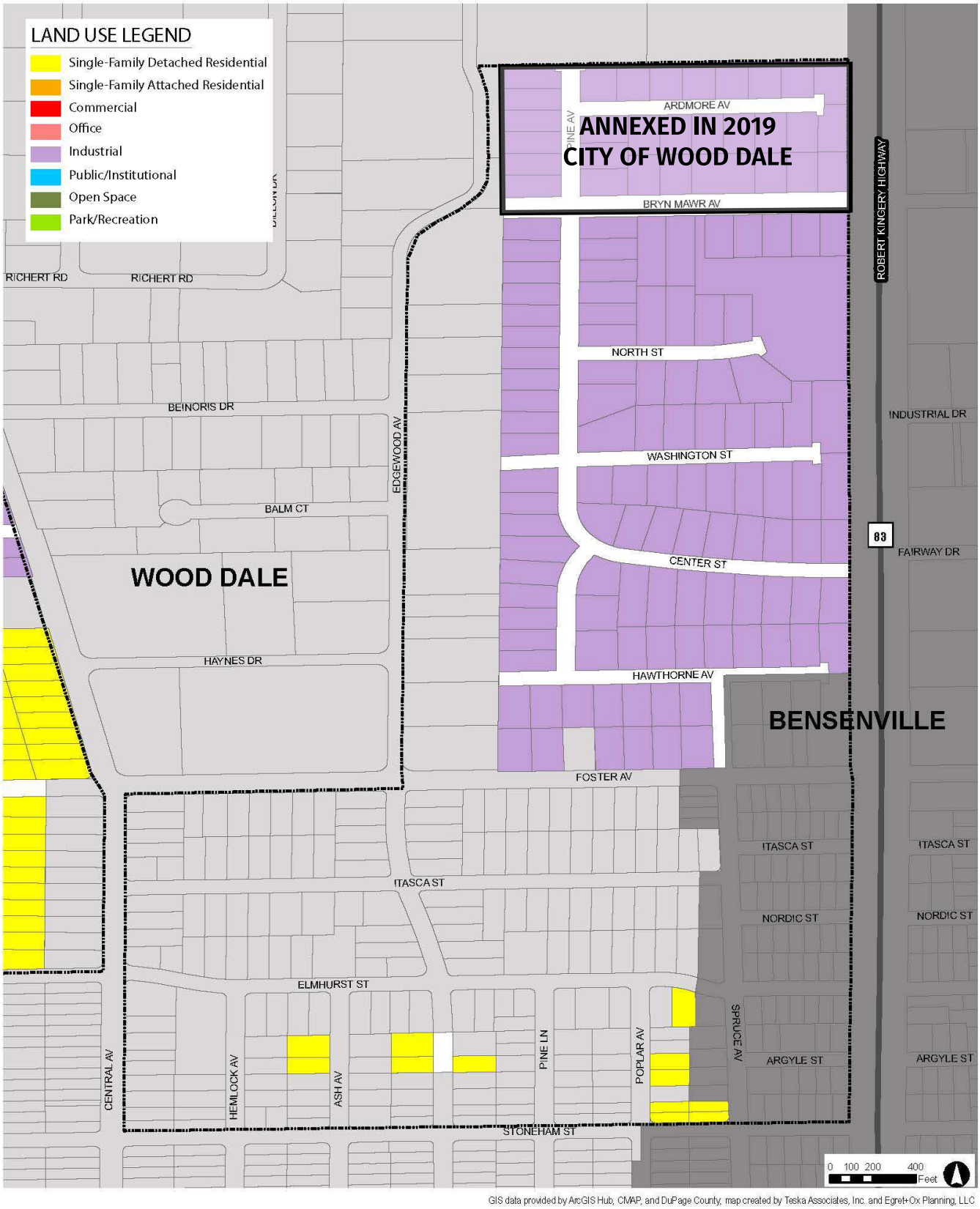
See **Figure 3.3** for view the 1997 DuPage County Land Use Plan for Sub-planning Area 2.

See **Figure 3.4** to view the Future Land Use Plan for Sub-planning Area 2.

Sub-Planning Area 2 Aerial

FIGURE 3.3
EXISTING LAND USE PLAN, SUB-PLANNING AREA 2

- Sub-planning Area 2
- Unincorporated
- SF Detached Residential
- SF Attached Residential
- Multi-Family Residential
- Study Area Boundary
- Commercial
- Office
- General Industrial
- Heavy Industrial
- Public/Institutional
- Open Space
- Park/Recreation
- Vacant



GIS data provided by ArcGIS Hub, CMAP, and DuPage County; map created by Teska Associates, Inc. and Egret+Ox Planning, LLC

FIGURE 3.4
FUTURE LAND USE PLAN, SUB-PLANNING AREA 2

SUB-PLANNING AREA 3:

In this Sub-planning Area, there are several isolated single-family residential uses within established neighborhoods and some undeveloped parcels that are owned and maintained by either the DuPage County Forest Preserve or the Bensenville Park District. Undeveloped parcels located along Wood Dale Road and Preserve Lane have the potential for the development of single-family residential uses and are designated as such. Though these lots are currently maintained as open space, the area is predominantly developed with single-family residential uses and the development of such uses on these lots also is designated by this Plan.

On either side of Wood Dale Road, unincorporated parcels consist of larger single-family lots and undeveloped parcels owned by the Bensenville Park District. Single-family residential uses are anticipated to remain, though they could support denser residential uses if redeveloped in the future (see discussion on Missing Middle Housing). The Park District properties, though currently undeveloped, are suitable as local parkland. Along Preserve Lane and Janis Court are single-family homes, yet a large parcel just south of these homes remains undeveloped. Surrounding development suggests that this property was intended for subdivision and subsequent single-family development, which has not occurred. This Plan recommends single-family residential uses as the most probable and consistent use. A singular undeveloped parcel to the west of this property, currently owned by the DuPage County Forest Preserve, is envisioned to remain as open space.

See **Figure 3.5** for view the 1997 DuPage County Land Use Plan for Sub-planning Area 3.

See **Figure 3.6** to view the Future Land Use Plan for Sub-planning Area 3.

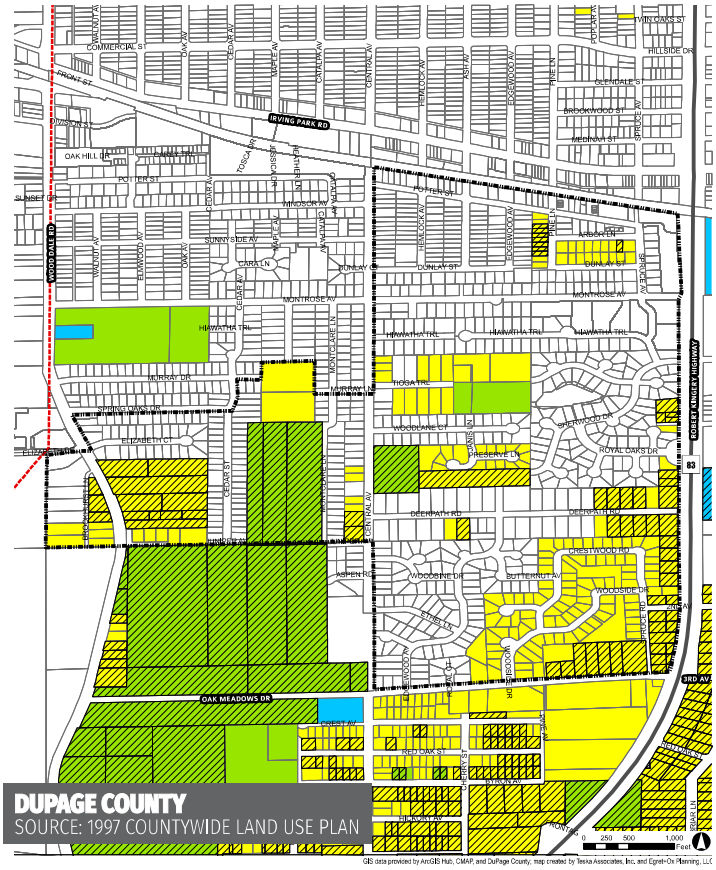
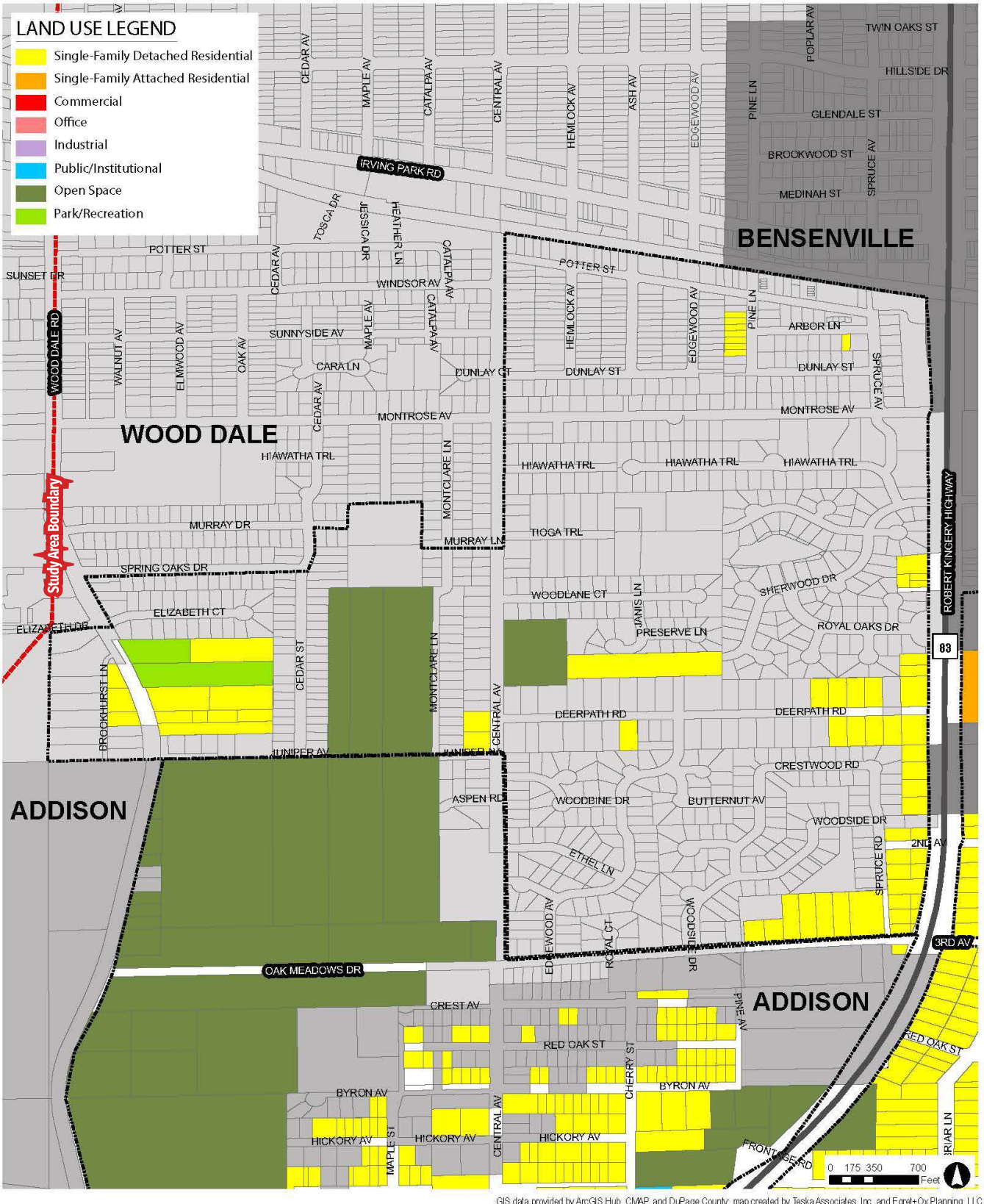


FIGURE 3.5
EXISTING LAND USE PLAN, SUB-PLANNING AREA 3

- Sub-planning Area 3
- Unincorporated
- SF Detached Residential
- SF Attached Residential
- Multi-Family Residential
- Study Area Boundary
- Commercial
- Office
- General Industrial
- Heavy Industrial
- Public/Institutional
- Open Space
- Park/Recreation
- Vacant



GIS data provided by ArcGIS Hub, CMAP, and DuPage County; map created by Teska Associates, Inc. and Egret+Ox Planning, LLC

FIGURE 3.6
FUTURE LAND USE PLAN, SUB-PLANNING AREA 3

SUB-PLANNING AREA 4:

Unincorporated properties within this sub-planning area currently are single-family residential uses or vacant lots surrounded by residences. Unincorporated single-family residential uses are clustered primarily between 2nd and 3rd Avenues. These uses are anticipated to remain single-family residential and presently vacant lots are designated for single-family residential use, consistent with the Village of Bensenville's 2015 Comprehensive Plan.

One notable exception is the property adjacent to and on the east side of Route 83 across from Deerpath Road, located between WA Johnson Elementary School, Blackhawk Middle School, and the Bensenville Water Park & Splash Pad. This property has been used in recent years by religious entities, and owners have approached the Village of Bensenville in the past with interest in annexation. The property has the potential for land use transition and would support the development of townhomes. This would provide additional residential opportunities in the Study Area and have easy pedestrian access to local schools and recreation. As an example of similar development, an existing small townhome neighborhood is located just north of the site to the west of Route 83, south of Irving Park Road. A townhome use on this site would add to the mixture of housing types convenient to Route 83 in the Study Area (further detail on this site is presented as Opportunity Site 1).

Sub-Planning Area 4 Aerial

See **Figure 3.5** for view the 1997 DuPage County Land Use Plan for Sub-planning Area 4.

See **Figure 3.6** to view the Future Land Use Plan for Sub-planning Area 4.

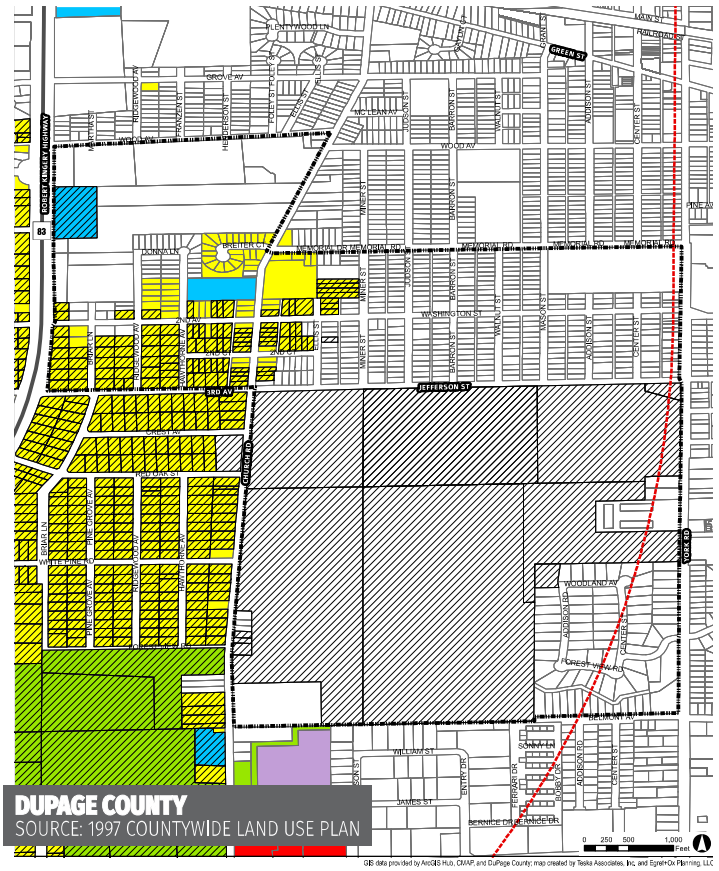
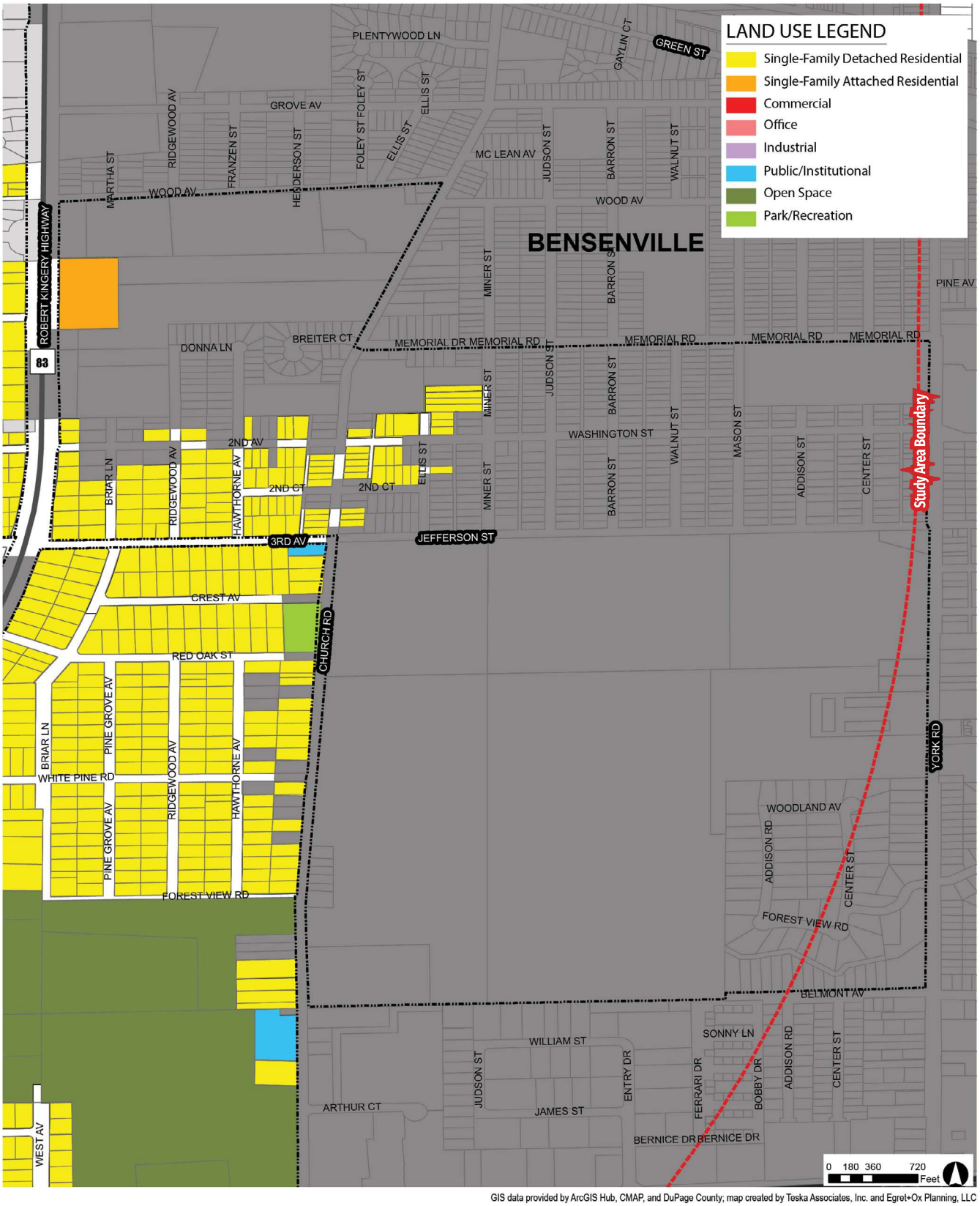


FIGURE 3.7
EXISTING LAND USE PLAN, SUB-PLANNING AREA 4

- Sub-planning Area 4
- Unincorporated
- SF Detached Residential
- SF Attached Residential
- Multi-Family Residential
- Study Area Boundary
- Commercial
- Office
- General Industrial
- Heavy Industrial
- Public/Institutional
- Open Space
- Park/Recreation
- Vacant



GIS data provided by ArcGIS Hub, CMAP, and DuPage County; map created by Teska Associates, Inc. and Egret+Ox Planning, LLC

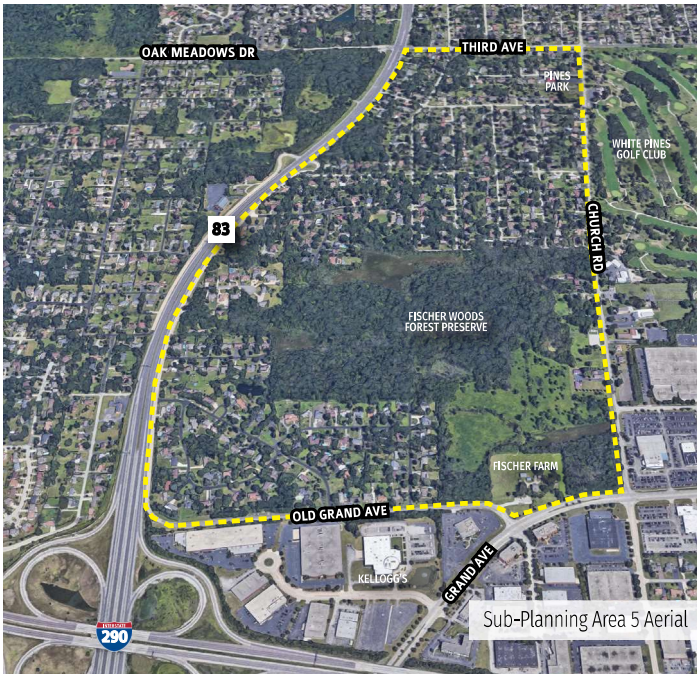
FIGURE 3.8
FUTURE LAND USE PLAN, SUB-PLANNING AREA 4

SUB-PLANNING AREA 5:

Sub-planning Area 5 is distinct from others in that it is comprised almost entirely of unincorporated properties. Except for the Fischer Woods Forest Preserve and a few institutional and open space uses, the entire area consists of single-family residential uses. Future land uses in this area are expected to reflect those that exist currently. A church located at the northeastern-most corner of the area is anticipated to remain, as is Pines Park along Church Road just south of Crest Avenue. Additional undeveloped parcels owned by the Forest Preserve are anticipated to remain as open space.

See **Figure 3.9** for view the 1997 DuPage County Land Use Plan for Sub-planning Area 5.

See **Figure 3.10** to view the Future Land Use Plan for Sub-planning Area 5.



Sub-Planning Area 5 Aerial

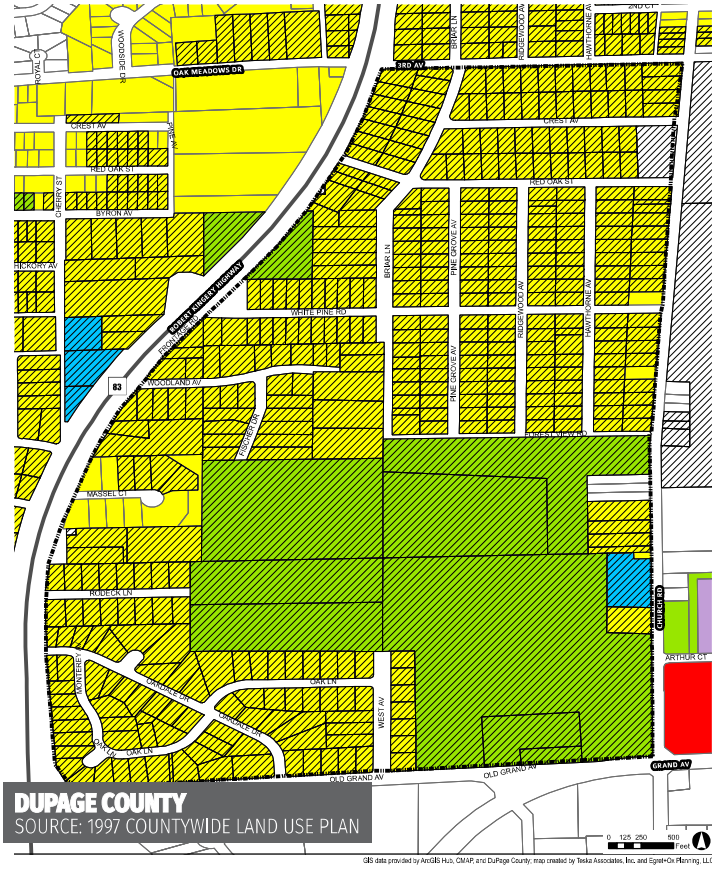
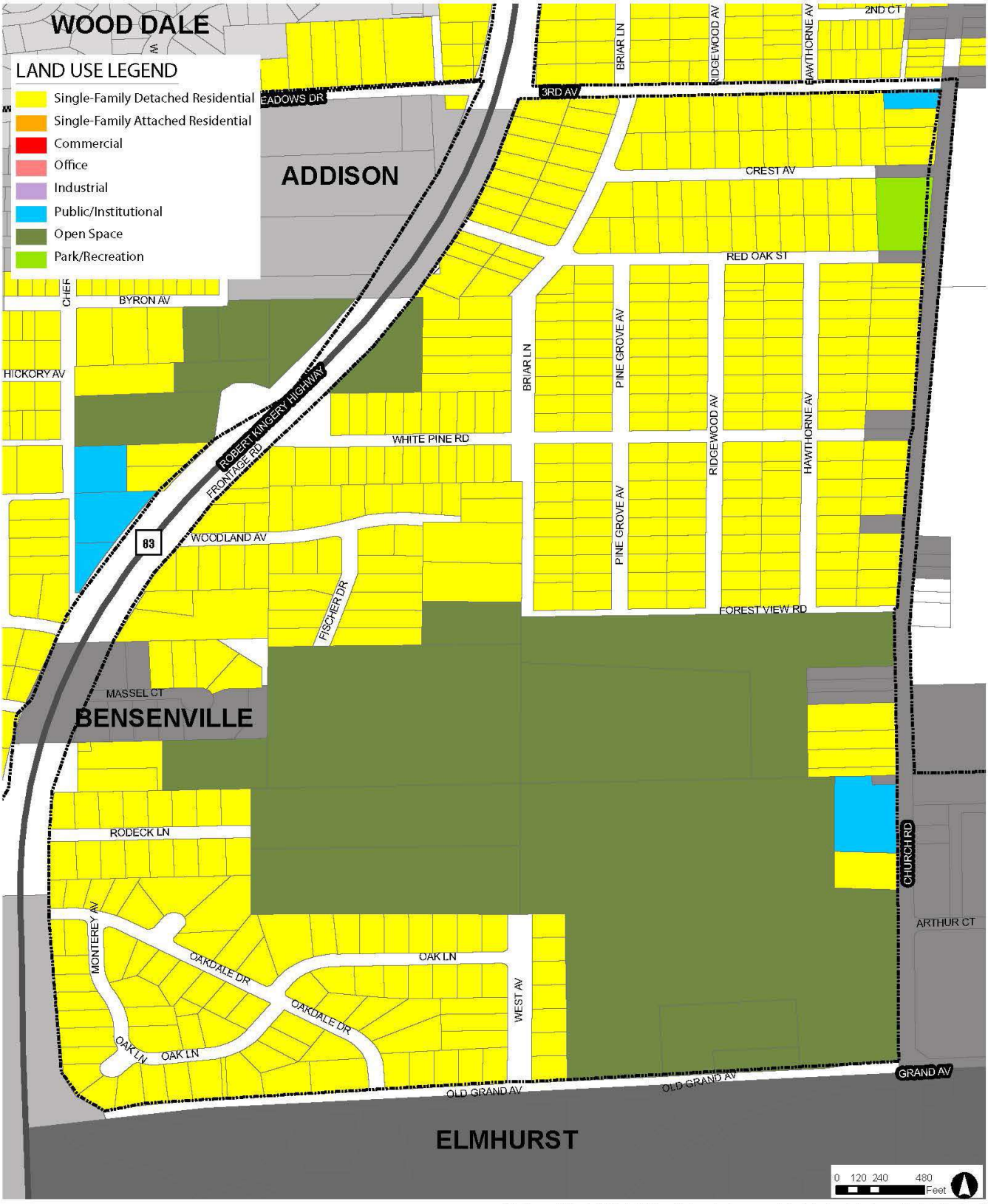


FIGURE 3.9
EXISTING LAND USE PLAN, SUB-PLANNING AREA 5

- Sub-planning Area 5
- Unincorporated
- SF Detached Residential
- SF Attached Residential
- Multi-Family Residential
- Study Area Boundary
- Commercial
- Office
- General Industrial
- Heavy Industrial
- Public/Institutional
- Open Space
- Park/Recreation
- Vacant



GIS data provided by ArcGIS Hub, CMAP, and DuPage County; map created by Teska Associates, Inc. and Egret+Ox Planning, LLC

FIGURE 3.10
FUTURE LAND USE PLAN, SUB-PLANNING AREA 5

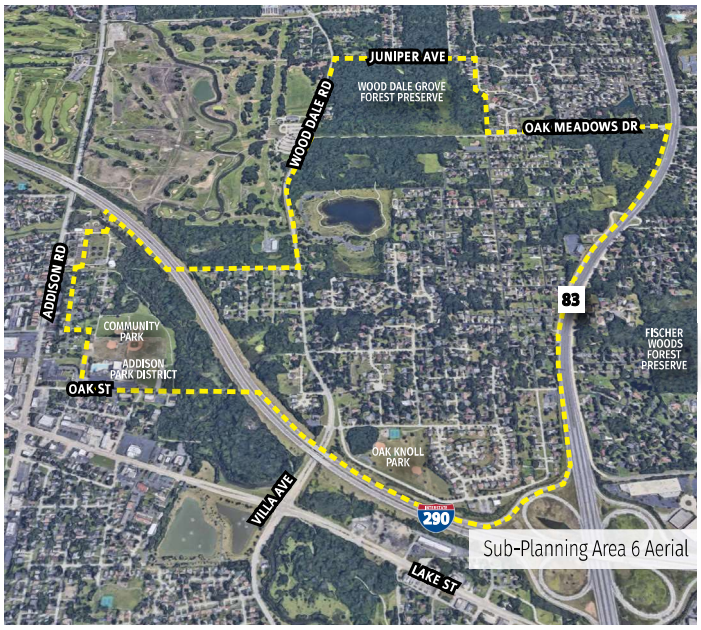
SUB-PLANNING AREA 6:

This Sub-planning Area includes a significant amount of open space, including the Wood Dale Grove Forest Preserve, undeveloped open space owned by the DuPage County Forest Preserve, and green space along the Salt Creek (North of Lake Street along I-290). All unincorporated single-family residential and institutional uses are expected to remain as they are, consistent with the Village of Addison's 2013 Comprehensive Plan.

There are several clusters of undeveloped parcels, primarily owned by the DuPage County Forest Preserve, west of Route 83 near the Frontage Road entrance, east of I-290 near Hillcrest Avenue; another cluster located west of I-290 is owned by the Addison Park District. These undeveloped areas are designated to remain as open space/ parkland.

See **Figure 3.11** for view the 1997 DuPage County Land Use Plan for Sub-planning Area 6.

See **Figure 3.12** to view the Future Land Use Plan for Sub-planning Area 6.



Sub-Planning Area 6 Aerial

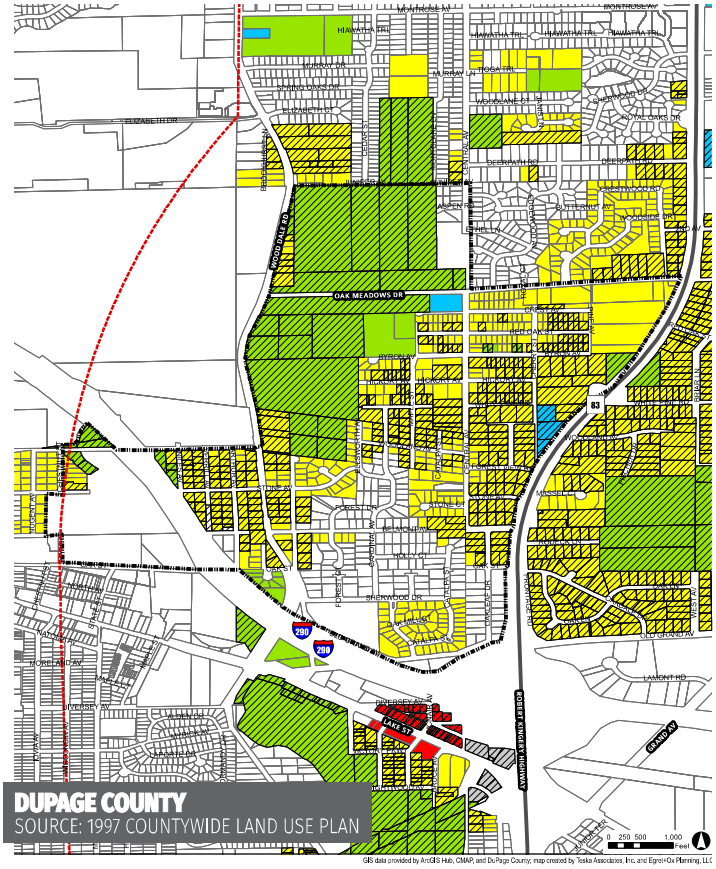
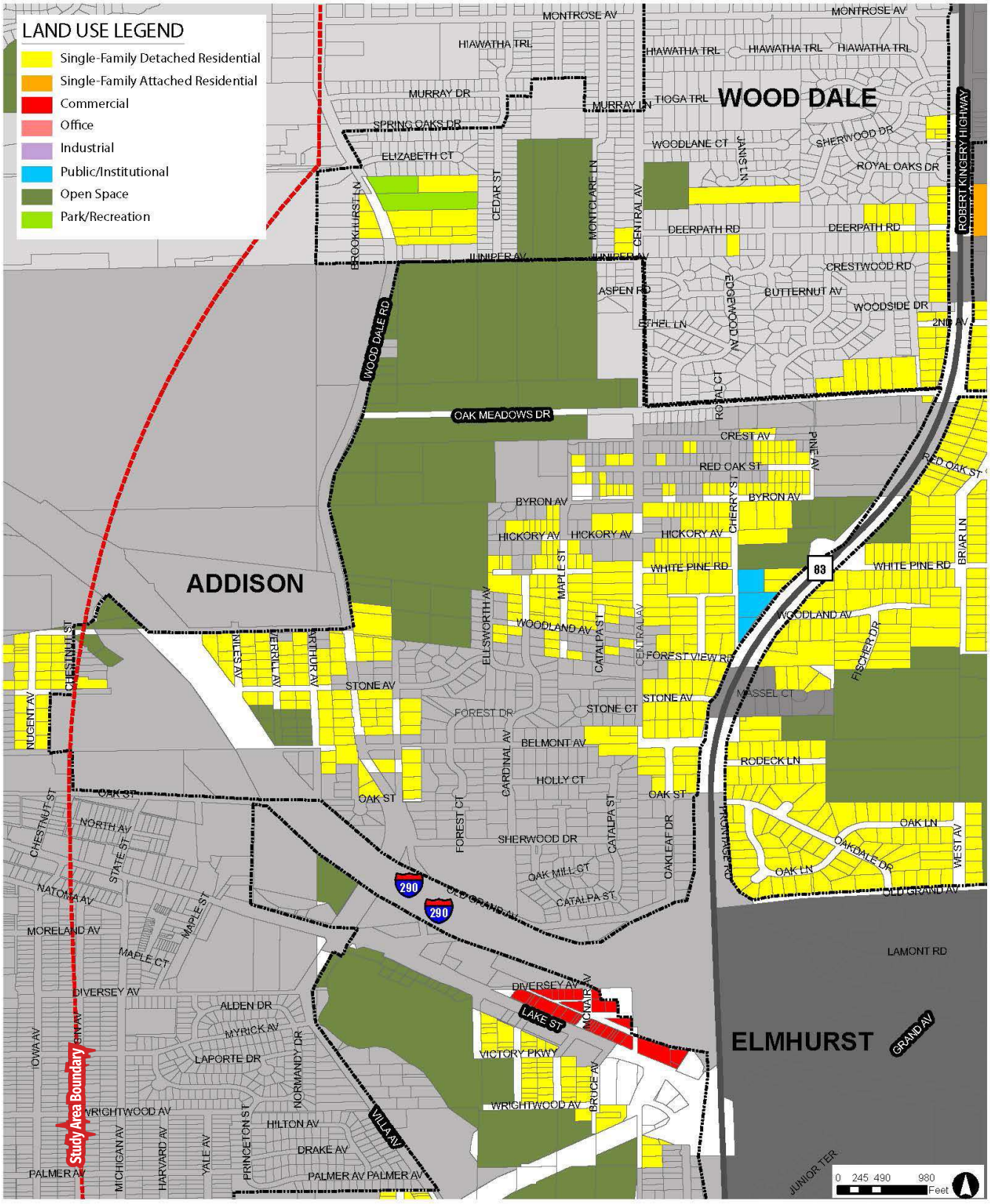


FIGURE 3.11
EXISTING LAND USE PLAN, SUB-PLANNING AREA 6

- Sub-planning Area 6
- Unincorporated
- SF Detached Residential
- SF Attached Residential
- Multi-Family Residential
- Study Area Boundary
- Commercial
- Office
- General Industrial
- Heavy Industrial
- Public/Institutional
- Open Space
- Park/Recreation
- Vacant



GIS data provided by ArcGIS Hub, CMAP, and DuPage County, map created by Teska Associates, Inc. and Egret+Ox Planning, LLC

FIGURE 3.12
FUTURE LAND USE PLAN, SUB-PLANNING AREA 6

SUB-PLANNING AREA 7:

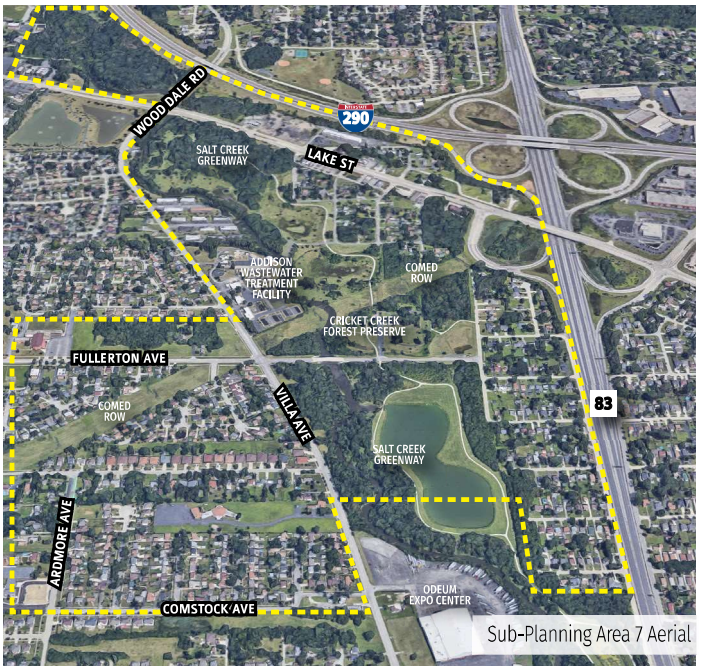
The area south of Lake Street in this Sub-planning Area is a residential neighborhood that is mainly unincorporated. The single-family residential uses in this area are anticipated to remain in that designation. Similarly, the open space uses that surround Salt Creek, which provide stormwater management and serve as public use areas via the Salt Creek Greenway Trail, are anticipated to remain as open space.

The area north of Lake Street includes a mixture of properties incorporated in Addison and in the unincorporated County; the area is designated for future commercial land use. It is anticipated that redevelopment would involve properties being incorporated into Addison. The commercial land use designation of this Plan is consistent with the Village's intent for the area to be commercial in use, address stormwater management needs, and be a high-quality gateway to the community

The commercial designation includes properties currently in single-family residential use but having potential to transition to commercial uses as part of redevelopment in the area. Residential properties in the area can be expected to see redevelopment pressures to become commercial given that structures in this area are older, isolated from community facilities (such as parks and general shopping areas), and are impacted by traffic on Lake Street, I-290 and Route 83. Similar to the ongoing and anticipated land use transitions from residential to industrial in Sub-planning Areas 1 and 2, sale as part of broader commercial redevelopment could benefit residential property owners that are looking to move by offering increased options for sale. This Plan does not anticipate the conversion of these properties to commercial uses to occur at any specific time. Ultimately, the transition in use for this area will be up to the collective desires of the property owners and this Plan anticipates no zoning changes until a logical redevelopment plan is proposed. Further detail on this site is presented as Opportunity Site 2.

See **Figure 3.13** for view the 1997 DuPage County Land Use Plan for Sub-planning Area 7.

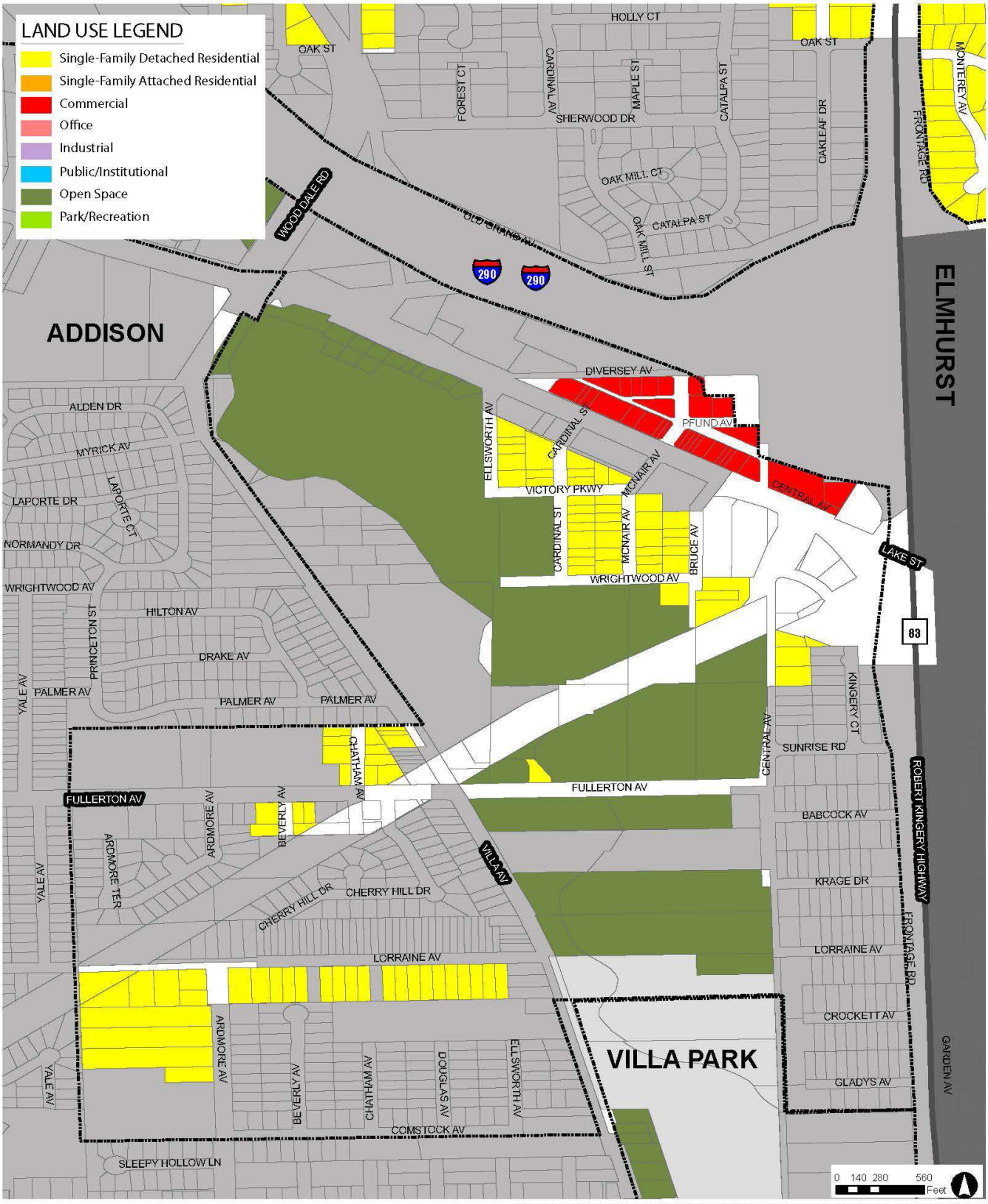
See **Figure 3.14** to view the Future Land Use Plan for Sub-planning Area 7.



Sub-Planning Area 7 Aerial

FIGURE 3.13
EXISTING LAND USE PLAN, SUB-PLANNING AREA 7

- Sub-planning Area 7
- Unincorporated
- SF Detached Residential
- SF Attached Residential
- Multi-Family Residential
- Study Area Boundary
- Commercial
- Office
- General Industrial
- Heavy Industrial
- Public/Institutional
- Open Space
- Park/Recreation
- Vacant



GIS data provided by ArcGIS Hub, CMAP, and DuPage County; map created by Teska Associates, Inc. and Egret+Ox Planning, LLC

FIGURE 3.14
FUTURE LAND USE PLAN, SUB-PLANNING AREA 7

SUB-PLANNING AREA 8:

The future land use designations for this Sub-planning Area include mixed-use and industrial uses. The majority of properties in this area are presently single-family residential uses. Long-term future land uses have been designated to align with the future land use plans of the surrounding communities, including the City of Elmhurst, Village of Addison and the Village of Villa Park as follows:

Mixed Use: Existing single-family homes west Villa Avenue, south of North Avenue are older and located near industrial uses and the intensive North Avenue corridor. These properties are designated for long-term future use as Commercial Mixed Use, consistent with the Village of Villa Park's Comprehensive Plan which designates the area as Corridor Mixed Use: "...intended for a mixture of multi-family residential, corridor commercial and institutional uses along major transportation, auto-oriented corridors. This classification encompasses the Village's main transportation corridors."

Industrial: Existing single-family homes east of Villa Avenue, south of North Avenue are also older and located adjacent to Salt Creek and north of the quarry. These properties are designated for long-term future use as Industrial, consistent with the Village of Villa Park's Comprehensive Plan which designates the area as Manufacturing: "...intended for industrial, warehousing and distribution operations. This classification encompasses select areas with close proximity to major transportation corridors."

Isolated parcels along Salt Creek are currently used as buffer areas between Salt Creek and adjacent uses to mitigate stormwater management needs and retain public amenities, such as the Salt Creek Greenway Trail. The quarry property, located east of Villa Avenue and north of the Metra tracks, is anticipated to remain an industrial use after its closure within the near future. An industrial land use designation is consistent with the Village of Addison, Village of Villa Park and the City of Elmhurst's land use plans.

See **Figure 3.15** for view the 1997 DuPage County Land Use Plan for Sub-planning Area 8.

See **Figure 3.16** to view the Future Land Use Plan for Sub-planning Area 8.

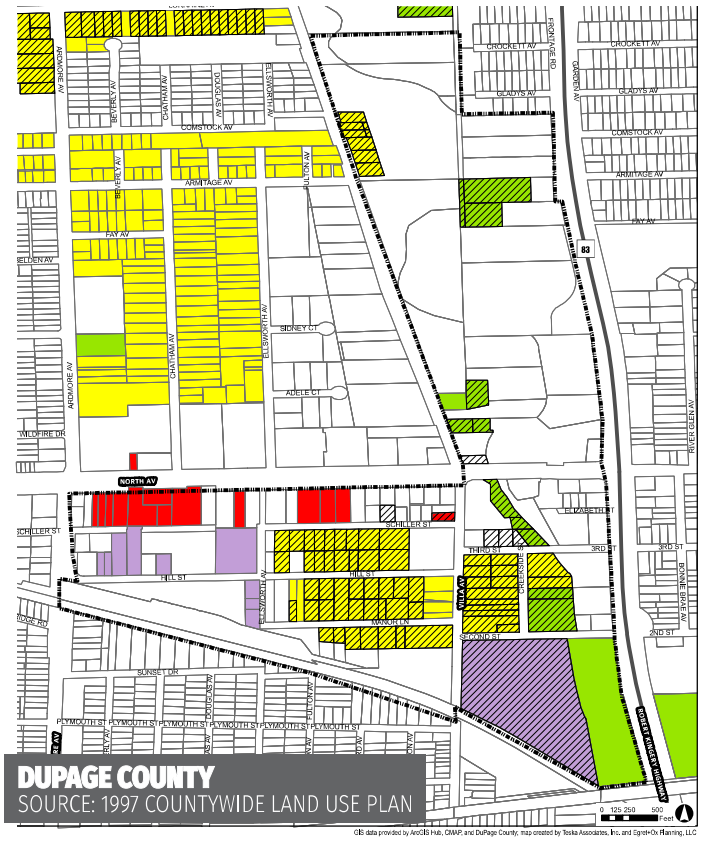


FIGURE 3.15
EXISTING LAND USE PLAN, SUB-PLANNING AREA 8

- Study Area Boundary
- Unincorporated
- SF Detached Residential
- SF Attached Residential
- Multi-Family Residential
- Commercial
- Office
- General Industrial
- Heavy Industrial
- Public/Institutional
- Open Space
- Park/Recreation
- Vacant

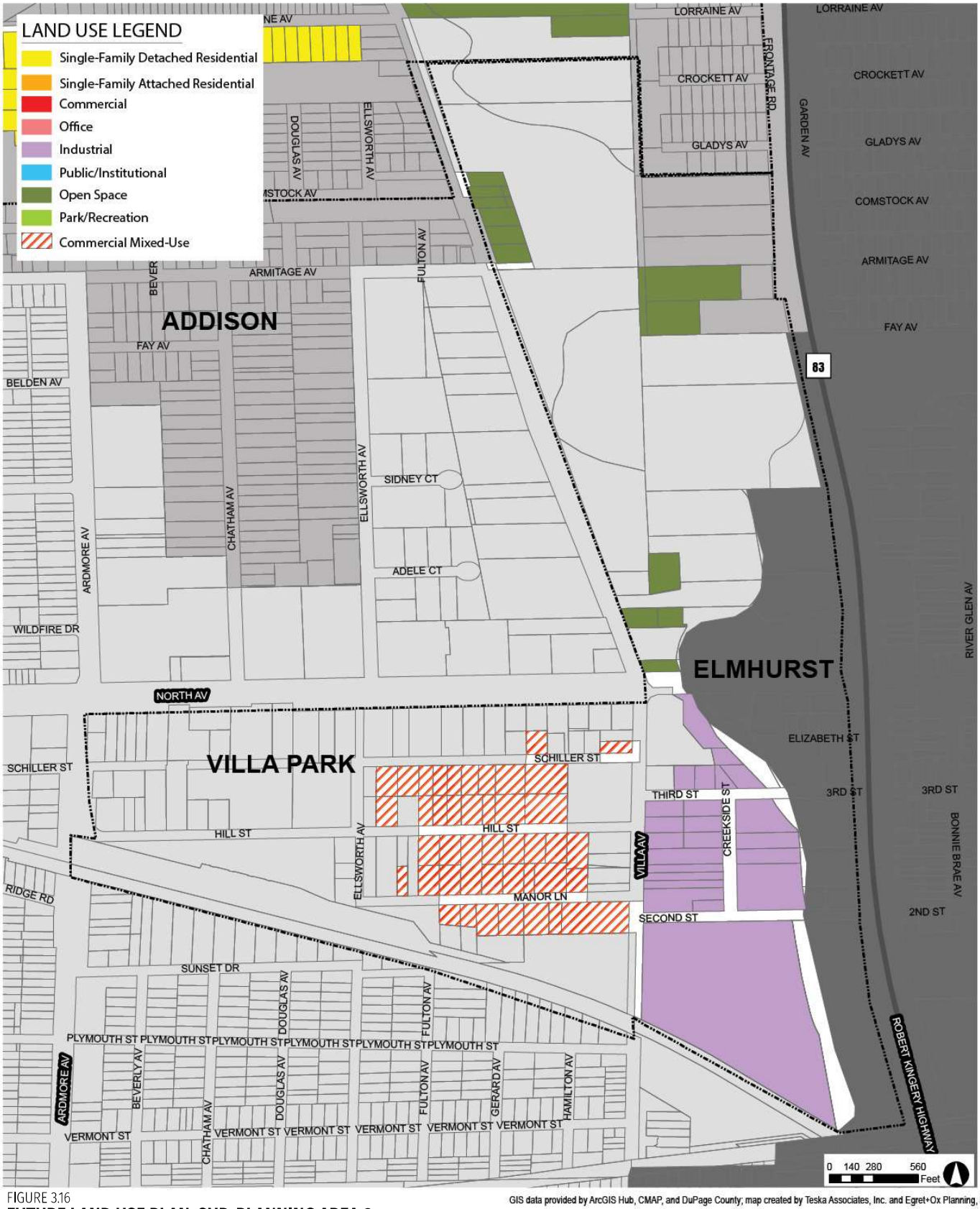


FIGURE 3.16
FUTURE LAND USE PLAN, SUB-PLANNING AREA 8

GIS data provided by ArcGIS Hub, CMAP, and DuPage County; map created by Teska Associates, Inc. and Egret+Ox Planning, LLC

REDEVELOPMENT OPPORTUNITIES

Redevelopment of properties, especially in transition to a different land use, requires multiple circumstances to align. These include the status of real estate markets, conditions specific to a particular site(s), willingness of owners to sell, consistency with local planning and zoning, and a developer interested in the project. With so many variables to consider, it is easy to see why land use plans such as this take the long view of development. Yet, as seen in Sub-planning Areas 1 and 2, redevelopment is taking place, so examples exist. To consider redevelopment options and show how they might occur, this section of the Plan looks at factors leading to redevelopment and two example redevelopment sites.

Land Use Transition Process

Uses in the unincorporated Study Area range from established single-family residential neighborhoods and undeveloped land (often adjacent to Forest Preserves), to aging commercial uses and newly developed industrial properties. Although this Plan highlights locations where existing residential and commercial development is appropriate and expected to remain, there are unincorporated areas where adjacent industrial uses and traffic on Route 83 and other roads impact residential property values and can make resale difficult. In those cases, this Plan has made suggestions for redevelopment. How this change happens is worth understanding.

Prior to and during the process for preparing this Plan, three residential neighborhoods, two in the study area and one in nearby Elk Grove Village, were assembled and converted for industrial development. These conversions all followed a similar process:

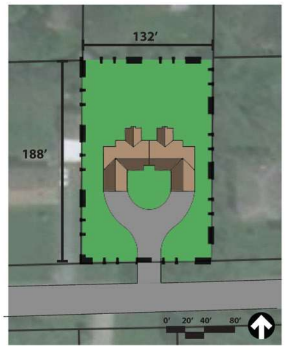
1. A community planning initiative, such as this Plan, recognized that there was an opportunity to create value for the residential property owners and a developer by allowing transition of the land for industrial development.
2. The developer contacted the municipality to understand the potential for annexation and a land use change.
3. The developer contacted the property owners and offered a contract to purchase that will only be executed if all property owners within the area agree to sell.
4. The developer met individually with property owners and negotiated prices for their properties.
5. As owners agreed to sell, they were involved in meetings with neighbors to encourage others to also sell.
6. Residential property owners (or their tenants) remained in their homes as the developer completes the entitlement process.
7. The municipalities agreed to annex and rezone the properties to facilitate industrial development.

The Route 83 Corridor is home to a mix of uses and communities, though most notably, it is home to an intensive commercial character which exists (or seems to coexist) with adjacent neighborhoods. Given the corridor's direct access to O'Hare, demand for industrial/logistics sites have increased dramatically over recent years, which has affected land use decisions by property owners and communities. The strength of the industrial market and land use transitions have even more firmly established the character of Route 83 as a major carrier of cars and trucks.

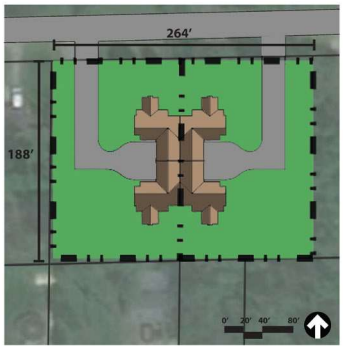
This transition process capitalizes on the relatively weaker housing market and the strength of the Study Area industrial/logistics market. Several property owners are aging and have interest in moving to properties that better cater to a retirement lifestyle. Prices for these properties are depressed because of the changing character of the area—since the homes were built, traffic has increased, and conflicting adjacent development has occurred. Many of the lots are quite large, often approaching one half-acre (0.5 acre). Therefore, assembling just nine or ten lots can create a suitably sized industrial site. These unusual conditions create a unique opportunity for the property owners to obtain higher prices for their homes than they would obtain in the regular, individual home sale process.

Example Neighborhood


Example Neighborhood Character



Single Lot with Duplex



Double Lot with Fourplex


Photo Examples of Multi Family Homes

MISSING MIDDLE HOUSING

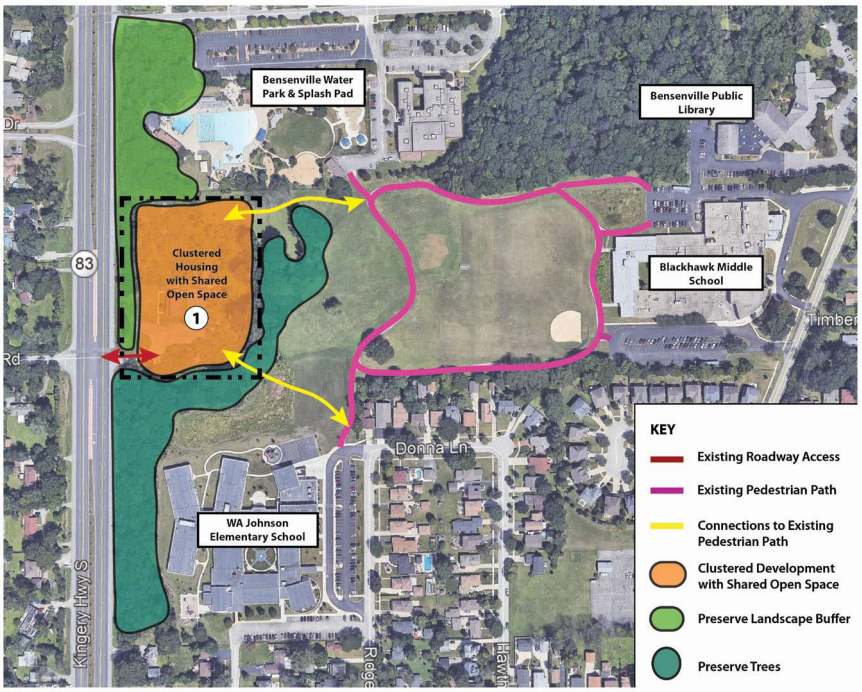
Infill "Missing Middle" Housing

Some of the properties designated in this plan for single-family residential use are located on larger lots (nearly one-acre or more) and may be candidates for providing a modest increase in density, as well as creating potential for current owners to increase property values through redevelopment (or reconfiguration) as "missing middle" housing. This type of development is a common topic of discussion throughout the country. It considers how accessory dwellings, duplexes, or fourplexes can be developed on existing single-family lots without adversely impacting residents or altering neighborhood character.

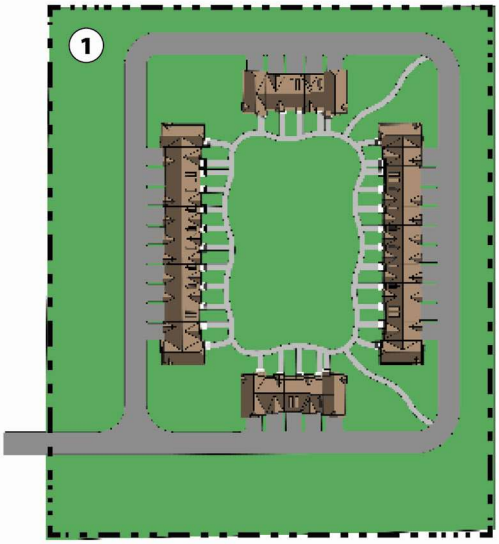
Missing middle housing provides additional residential options and types that can be affordable for a wider range of households, unlike larger scale redevelopment. This approach also provides homeowners an opportunity to secure additional income and age in place in their home (or the neighborhood), and leaves the decision to develop at the discretion of those property owners. Maintaining residential uses, as a slightly higher density, is compatible with a single-family land use vision as it need not be at a density considered multi-family in character.

As seen in the figures, single lots large enough to support redevelopment as duplexes can be developed while maintaining the look and character of a single-family home. For example, the combination of two lots could support development of a fourplex which could also maintain the look and character of a single-family attached home. Missing middle housing is intended to help maintain a variety of housing types, especially at a slightly higher density, which helps to ensure greater affordability.

No specific sites are identified by the Plan for missing middle housing, it is raised for consideration where an opportunity may arise. Implementation would require changes to zoning standards of a jurisdiction interested in this option. For missing middle housing to work, properties need not be acquired and redeveloped by a developer. Rather, at the discretion of a property owner, homes and lots could be split, combined, or redeveloped as single-family homes or townhomes (duplexes and fourplexes). Ultimately, application of this idea would create additional dwelling units without significantly altering neighborhood character.



Subarea 4



Clustered Housing with Shared Open Space.

Clustered Housing with Shared Open Space.

FIGURE 3.18
OPPORTUNITY SITE 1, SUB-PLANNING AREA 4

Potential Development Sites

Identifying conceptual and site-specific redevelopment opportunities was done as part of this Plan to showcase redevelopment possibilities. Land use transitions and redevelopment opportunities can provide benefits to the corridor communities and individual property owners. Two redevelopment sites were identified here based on their existing conditions, market factors, and local trends of development. The concept plans (Figure 3.18 and Figure 3.19) highlight opportunities to create new housing or businesses, improve the compatibility of uses, enhance community character, make transportation improvements for circulation and safety, and provide more options for property owners.

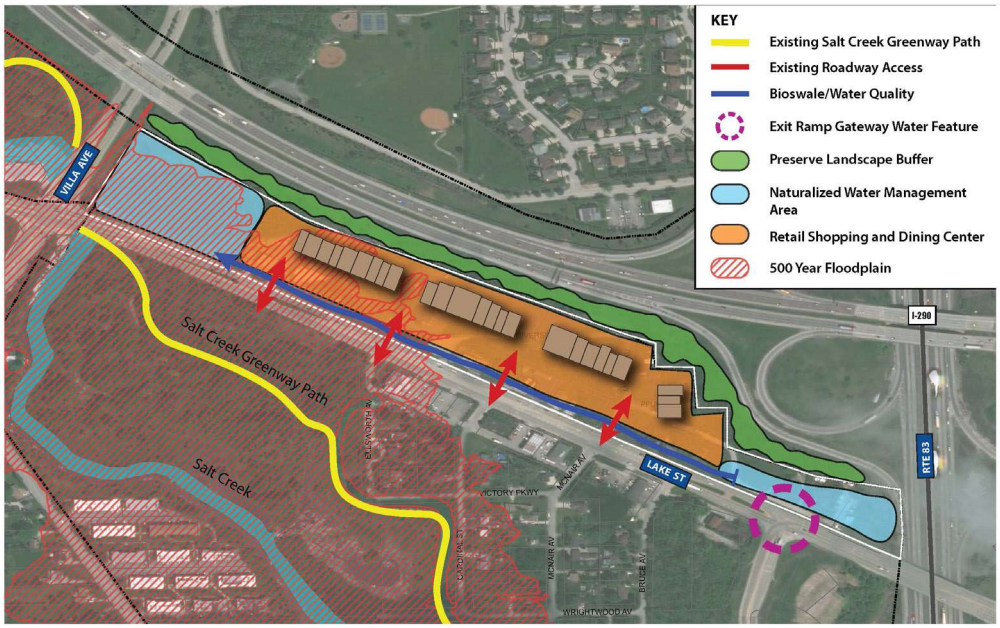
Opportunity Site 1: Townhome Development

Located on the east side of Route 83 between 2nd Avenue and Wood Avenue, this almost five-acre site has been used by religious institutions in recent years. It is directly accessible from Route 83 and is a single unincorporated parcel zoned R-4 Single Family Residence in DuPage County; adjacent properties along the east side of Route 83 are incorporated in the Village of Bensenville (Figure 3.18).

The site is designated in this Plan for townhome use, which would expand housing options and price points in the Study Area. While located directly along Route 83, the property is uniquely located for residential use because of its direct access to local schools (Blackhawk Middle School and WA Johnson Elementary School), parks (the Bensenville Water Park and Splash Pad), a shared-use path along S. Church Street, and Pace bus service along Route 83. The use is consistent with Bensenville's 2015 Comprehensive Plan, which envisioned this as a residential area surrounded by institutional uses.

Redevelopment as clustered residential development such as townhomes would create the opportunity for ample shared open space, an appropriate overall density, and preservation of existing trees and natural landscaping to serve as screening from Route 83. This type of housing is consistent with an existing townhome development just to the north of this site, west of and adjacent to Route 83, across from Fenton High School. While the sketch below reflects a modest townhome intensity, it is anticipated that more dwellings could comfortably fit on the site at townhome densities such 12 to 20 units per gross acre, or higher, depending on the site plan design. Building additional higher-density housing could help increase the opportunity for families at lower price-points that may already be working in the area or use Route 83 to commute.

The ultimate development density, site design, and relationship to surroundings would depend on zoning entitlement and development review processes. However, such an evaluation would likely consider reducing traffic noise and establishing multimodal connections as important considerations for this site. Traffic noise from Route 83 is a concern given its adjacency, but there is an existing natural landscape buffer between the site and the roadway, which could be further enhanced. Existing pedestrian paths could be extended to improve connections to the elementary, middle and high schools to allow students to safely and directly access schools



Subarea 7

Retail Shopping and Dining Center

Outdoor Dining Overlooking Wetland

Floating Wetland Islands for Water Quality and Wildlife Habitat

Bioswale for Water Quality and Stormwater Management

Gateway Feature

FIGURE 3.19
OPPORTUNITY SITE 2, SUB-PLANNING AREA 7

on foot/bike. Pace Route 757 has established bus stops near the existing entrance to this site (Route 83/Deerpath).

Opportunity Site 2: Lake Street Commercial Redevelopment

The north side of Lake Street, west of Route 83, is an area of mixed land uses with potential for redevelopment. A future land use designation as Commercial is shown here and reflects the shared goals of this Plan and the goals of the Village of Addison, in which the area is generally located (Figure 3.19).

However, development of the area is complex due to there being multiple property owners, floodplain, and a mix of incorporated and unincorporated properties. Land uses in the area are primarily commercial, some are single-family, and other parcels are vacant. Existing residential uses are disconnected from other residential areas, community spaces, and recreational green space by large roadways (Route 83, Lake Street, and I-290). Should owners opt to sell properties in this area (as has occurred for transition to industrial uses elsewhere in the Study Area), those sites could be incorporated into a unified commercial development for the area.

Coordinated commercial redevelopment along the northern side of Lake Street, which includes both incorporated (Addison) and unincorporated properties, provides the opportunity to tackle existing stormwater management concerns and create a cohesive look and feel to the area, which can complement redevelopment occurring along the southern side of Lake Street and be a gateway to Addison. Just west of the site, the intersection area around Lake Street and Villa Ave / Wood Dale Road has an attractive character that incorporates the Salt Creek and stormwater ponds; this area sets an example for how the subject sites could be designed as attractive and inviting development, incorporating environmental characteristics into the built environment.

High visibility and very large average daily traffic counts (both cars and trucks) make this area well suited for redevelopment to commercial uses. As the graphic shows, commercial development would allow for smaller buildings that can be set back from the roadway, providing ample space for attractive natural landscaping and bioswales to guide stormwater to catchment basins. Preservation of existing landscape buffers between the site and I-290 can enhance the experiential environment by creating visual interest and natural overlooks that commercial users can use.

This stretch of Lake Street between Route 83 and Villa Avenue serves as a gateway for the Village of Addison. As shown in the figures, adding a gateway feature near the entrance/exit from Route 83 at Lake Street can help to create a sense of place and establish this area as a destination. The example in the graphic takes advantage of height and design to quickly and effectively capture the visual interest of roadway users with minimal lettering to avoid becoming a distraction. Features like these could be installed repetitively to provide identity to the area as a district and complementary designs can be incorporated into the environment of the redevelopments as well.

CHAPTER 4

URBAN DESIGN RECOMMENDATIONS

The function of Route 83 as a major limited access roadway inherently limits opportunities to provide urban design enhancements (such as landscaping, wayfinding, etc.) immediately along the road. However, there have been some enhancements in recent years that make the road feel less stark. For example, the landscaped medians north of I – 290 have a softening effect on the experience of driving along the road, adding visual interest and relief. This Plan recommends the inclusion of such landscape and urban design elements that could similarly enhance the corridor. These suggestions purposefully are a series of small, achievable enhancements, rather than any one or two major changes that may face too many obstacles to move forward (cost, multiple approvals, long term maintenance, etc.). While there may be larger and more complex enhancements, this Plan recognizes that incremental joint efforts (that include working with IDOT) to enhance the corridor can combine to improve the experience of driving the area, create economic development opportunities and strengthen the working relationship of the agencies.

Landscaping

Any opportunity to add landscaping on, and adjacent to, Route 83 will provide aesthetic improvement, visual relief and a more comfortable feel for those driving along the corridor. This is seen by driving the length of the Study Area along Route 83 and taking note of where excessive pavement provides a cold and uninviting feel, and areas that are landscaped (either by thoughtful landscape planning or even "volunteer" plants finding their way despite the sea of concrete) make for a more pleasant experience. By extension, this more positive feel on the roadway can extend to enhance the perception of adjacent properties and the corridor communities.

The Route 83 corridor has been enhanced over the years to provide a more efficient level of service for vehicular travel and connections with other roadways, but little effort has been made to enhance its appearance. Existing landscaping is primarily found on several individual commercial properties, as regulated by corridor communities, and generally part of planned site landscaping. Along primarily residential sections of the corridor there are varying degrees of landscaping, sometimes clearly part of a landscaping plan, and sometimes as unintentional growth over time. However, as shown by corridor images below, any degree of landscaping is an improvement. Recommendations to increase landscaping along the corridor are provided in this section which can be tackled by individual corridor communities, DuPage County, or through coordinated efforts with regional agencies such as IDOT.

Right of Way Planting

The Village of Bensenville partnered with IDOT to install planted medians at the north end of the Study Area, giving the section of Route 83 a more positive, welcoming appearance that complements the landscaping of adjacent commercial and industrial users. However, medians in the southern section of the corridor—which in some areas visually looks and feels more like an interstate rather than a regional arterial—are paved, adding no visual relief along the six-lane roadway. Extending the planted medians is a project that would be done in concert with IDOT and is recommended for consideration from the Frontage Road (adjacent to the Courtyard by Marriot) to just south of Second Avenue. Experience with the existing landscaped median shows that the location, traffic and salt are hard on the trees. Any extension of this concept should be considered with planting species considered hardy, adequate median width, salt tolerant plans, and barriers that can protect plants from salt. Example median plantings shown at right are from Orland Park, Prospect Heights, and Irving Park Road in Chicago.

FIGURE 4.1
LANDSCAPED FRONTAGE LOOPS
Replace lawn with native plantings

FIGURE 4.2
LANDSCAPED MEDIANS
Convert existing paved curb and gutter medians to landscape (lawn, trees and plantings)

La Grange Road at 158th Place in Orland Park, IL

Milwaukee Avenue at Palatine Road in Prospect Heights, IL

Additional landscaping opportunities, such as natural landscaping and bioswales, enhance water quality as well as corridor appearance. Again, recommended landscaping enhancements must be pursued in concert with IDOT. Opportunities for consideration include linear plantings in the parkways, especially along industrial building frontages, and frontage road loops between Route 83 and properties set back behind Frontage Roads. While small, these areas can be effectively landscaped to enhance stormwater management and create visual relief while also reducing maintenance needs and costs through the use of native plantings.

1900 Block of Irving Park Road in Chicago, IL

Private Landscaping

Landscaping in setbacks along Route 83 can provide enhancement for those driving along the corridor, as well as those visiting the adjacent properties, as seen in the images here. To expand on this improvement, it is suggested that each of the corridor communities review the opportunities currently in, or potentially add to, their zoning ordinances that would create requirements for additional landscaping along parking lot perimeters, building foundations, and parking lot interiors facing Route 83. These improvements could be made by specifically naming that frontage in the landscaping, parking, and / or site plan review sections of their zoning ordinances.

FIGURE 4.3
LANDSCAPING ALONG INDUSTRIAL BUILDING FRONTAGES
Native prairie bio-swales
Unilinear mowing lawn

Wayfinding

While Route 83 passes alongside a number of communities, the roadway is largely not considered part of any community. Corridor communities indicated a desire to enhance the connection between the roadway and the communities, improving the ability of users to identify their location and highlight assets of the area (businesses, schools, community facilities). Use of wayfinding signage and branding the corridor and community can serve as an effective way to communicate what the adjacent areas have to offer and help roadway users navigate Route 83 into those communities. Such signage would be scaled for automobiles, as depicted in the graphic, and contain limited information to support safety.

As examples, the planted medians in the north of the Study Area include signs for the Village of Bensenville and are effective at signaling to roadway users their location. Similarly, roads into Wood Dale are noted with distinctive street name signs for the City. Each of the corridor communities have some form of existing local wayfinding or street identification signage, which can be used as a model for corridor-wide improvements. Wayfinding that identifies the Route 83 Corridor, identifies corridor communities, and indicates specific nearby community assets would be a project taken on jointly by the corridor communities and IDOT.

FIGURE 4.4
WAYFINDING SIGNAGE
Multi-jurisdictional
Branded for corridor and community

Depicted in the images above are examples of existing signage in corridor communities which show community character, highlight community assets and acts as wayfinding signage.

Traffic Noise

A number of properties adjacent to Route 83 are residential uses. While some are set back from the roadway, other homes have driveways connecting directly to Route 83. While all uses along Route 83 are impacted by the noise generated from significant traffic, a number of residential uses do not have any existing sound wall or dense landscaping to help absorb traffic noise. Adding or enhancing existing dense landscaping is suggested as a way to help reduce noise, although it certainly would not eliminate noise entirely. Noise walls are another option to be reviewed and discussed with IDOT as a way to mitigate noise impacts. However, this approach should be evaluated on a site by site basis given potential effectiveness, cost, aesthetic impact and desirability by adjacent neighbors.

Dense landscaping, especially trees and large shrubs, is a natural way to create sound barriers and relief from a congested roadway like Route 83.

"PLEASE PRESERVE NATURAL AREAS AND PLANT MORE TREES! NOTHING IS MORE AESTHETICALLY CALMING AND BEAUTIFUL THAN NATURAL LANDSCAPES!"

- STAKEHOLDER COMMENT

The Village of Bensenville partnered with IDOT to convert northern paved medians along Route 83 in 2015 to landscaped medians, which include Village branding and gateway signage.

CHAPTER 5

TRANSPORTATION RECOMMENDATIONS

While Route 83 is primarily viewed as a roadway carrying auto and truck traffic, the Route 83 Corridor Plan considers ways to enhance mobility and access for public transit, pedestrians, bicycles, and other non-motorized transportation means. Improved mobility for pedestrians and bicyclists, particularly east-west travel, is critical to connectivity to the parks, forest preserves, and other recreational facilities in the region, as well as businesses, employment centers, and anchor institutions across DuPage County.

AGENCY COORDINATION

Support of state and regional agencies to incorporate these and other improvements into their capital programming is encouraged, as is ongoing communication among those agencies and the corridor communities to find opportunities for implementation.

Ongoing coordination with IDOT is fundamental to any improvement on Route 83 or other State or County roads in the Study Area. As a designated Strategic Regional Arterial (SRA), IDOT has established recommendations for roadway characteristics, including design, access, and transit (IL 83 SRA Final Report, 1997). While the primary focus of an SRA is focused on the efficient movement of cars and trucks, opportunities for high-speed transit service are also included.

Likewise, Pace, RTA, and Metra are potential partners and funders for enhancements over multiple modes of transportation.

"ROUTE 83 IS A MAJOR BARRIER FOR PEDESTRIANS, BIKES OR THE LIKE GOING EAST / WEST."

- STAKEHOLDER COMMENT

DEVELOPMENT APPROVALS

As properties develop or redevelop along the corridor and in the Study Area, opportunities for enhancements that directly benefit such developments can be considered, as appropriate through the community development approval process. Where there is shared benefit by the new development and community, a partnership may be considered to support the cost.

MUNICIPAL CAPITAL IMPROVEMENT PLANS (CIPS)

A number of the recommended enhancements are within communities to be conducted on local rights of way. As the corridor communities consider their ongoing capital improvements, these items can be considered as potential action items. This need not be only as standalone projects, but the concepts listed here may also lend themselves to be added on to other community improvement projects.

SHARED RESPONSIBILITY

Other taxing jurisdictions may also provide opportunities for making the improvements noted here, shared enhancement projects, or grant opportunities. For these reasons, the enhancement plans should be shared with local Townships, School Districts, Park Districts, adjacent municipalities and other relevant local agencies that may be resources for implementing these improvements and provide the opportunity to apply jointly for funding.

GRANTS

External funding sources are always on every agency's radar, and the same should be true of the proposed enhancements. This is especially true as increased funds potentially become available for transportation improvements in the State.

REPAIRS AND RENOVATIONS

The ongoing maintenance of Route 83 and other roadways in the Study Area can present an opportunity to improve a pedestrian connection, install a path/sidewalk, or increase safety. As the State, County, and corridor communities make regular improvements to the transportation network in the Study Area, all are encouraged to consider the recommended items for incorporation to those efforts.

COORDINATION WITH PROPERTY OWNERS

In some cases, the improvements noted here will require cooperation of private property owners for acquisition of property, easements, or cross access. At the very least, informing and coordinating with owners adjacent to Route 83 or the location of other planned improvements is essential.

FUTURE TRANSIT SERVICE

Both Pace and DuPage County have completed studies that considers both Route 83 and York Road, along with North Avenue, as future transit corridors (highlighted in the Existing Conditions report). Further, Pace is set to initiate a series of studies that include the Route 83 corridor, focused on identifying and understanding the travel markets within the corridor and the appropriate level of transit service: Network Revitalization Study planned for 2020-2022; I-294 Tri State Market & Facilities Study planned for 2020 which will explore existing and future transit demand; and, conducting a market study for I-290 in 2021. All of these efforts should further aid in understanding the current and potential future transit markets in this area.

In the short-term, focus should be on infrastructure and transit supportive land use with the need to grow and mature the corridor in order to support transit. Public input included the need to expand fixed route service to North Ave., which Pace will be considering as part of the Network Revitalization Study. A more in-depth understanding of the different travel markets will lead to better decisions on how to best serve those markets with the appropriate level of service.

Learn more about Pace routes here.

Additionally, Pace is currently completing the Pace Strategic Vision Plan, Driving Innovation, which is expected to be released in 2020. This plan will guide new and updated programs, services, and initiatives and will outline a strategy for developing transit corridors, supported by proposed improvements to technology platforms, "new mobility" solutions, and a comprehensive set of new policies, programs and initiatives. Targeted corridors will identity where future Pulse services will be pursued as well as other important corridors where Pace and local partners can work together to improve connectivity and accessibility to public transit service.

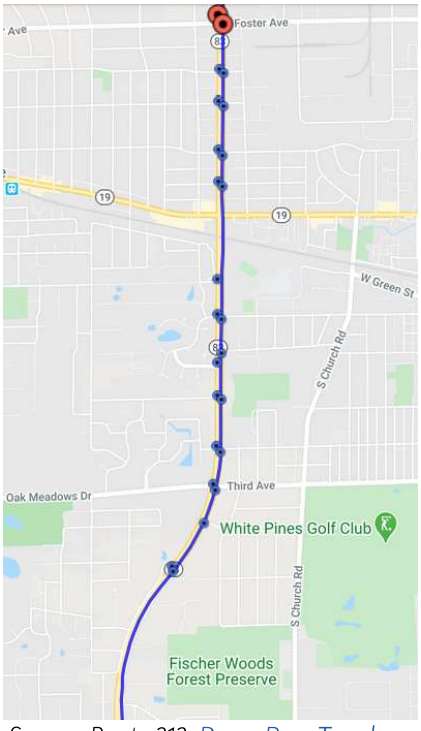
Learn more about PULSE Service here.

For the long-term, Route 83 has been identified as a potential future Pulse corridor. How the corridor develops as a Pulse corridor depends on incremental corridor changes related to transit supportive development improvements such as land use, pedestrian infrastructure, planning to accommodate transit, use of Pace's Transit Supportive Guidelines for informing development designs, and growth of the transit market. Planning for transit-supportive land uses involves enhancing pedestrian and bike connections to transit, making it easier and safer for employees and residents near transit corridors to walk or bike to rail or bus stations.

TRANSIT SUPPORTIVE INFRASTRUCTURE

Existing fixed route transit service existing along varying sections of Route 83, primarily Routes 313, 332, and 757. Metra service in or near the Route 83 corridor is provided via stations located in Wood Dale, Bensenville, Elmhurst and Villa Park (described in the Existing Conditions Report). Many factors influence transit use. Beyond adequate population and employment densities that can support transit, the pedestrian and bicycle environment connecting to transit services must be safe, convenient, and accessible. First mile/last mile (FLM) connections between transit service and ultimate origins or destinations are key to facilitating ease of transit use, as every transit rider begins and ends their trip as a pedestrian or bicyclist.

The lack of FLM options result in the reluctance to use transit or cause transit riders to drive and park at stations. FLM challenges are created as a result of limited transit access options, in terms of both service availability and limited schedules and challenges to overall mobility such as the lack or condition of sidewalks, lack of connections between land uses, lack of comfortable bicycle routes or bike amenities, or lack of shared mobility options. A higher percentage of commuters driving alone to Metra for lack of other options contributes to increased congestion, greater need for parking, increased commuting costs, and negatively impact the environment. To enhance access to transit, transportation projects should support both pedestrians and bicyclists, and as a result, will support the transit customer. Improving the connectivity of these elements with transit services and the varying land uses is critical to improving overall mobility and ease of travel, while decreasing auto dependency.



Source: Route 313, Pace Bus Tracker

IMPROVEMENTS RECOMMENDATIONS

As noted with regard to land use and urban design recommendations, the function of Route 83 as a major limited access roadway through a nearly completely developed area limits opportunities for major alterations or new connections. That said, there are a number of opportunities within the Study Area where access, mobility, connections, and safety improvements can be made to support a multi-modal network. Even more incremental efforts can enhance and expand multi-modal choices for all users.

The following recommendations identify key improvements by location that can be used to enhance the corridor and Study Area as a local and regional transportation network—one that balances the need for efficient traffic flow with an efficient, attractive, and safe network for pedestrians, bicycles, and transit.

Improvements are proposed to safely and efficiently accommodate all modes of travel, supportive of access and connections for the corridor communities, provide connections to the larger region, and in consideration of the need to maintain auto and truck efficiency for corridor area businesses. These recommendations address the full roadway right of way including travel lanes, shoulders, frontage roads, crosswalks, sidewalks, bike lanes, and transit stops.

HOW TO USE IMPROVEMENT RECOMMENDATIONS

To the extent these enhancements will happen over time, there are a range of approaches to be considered by the corridor communities, DuPage County, and IDOT. The following tables describe the recommended improvements, their anticipated level of cost, relative priority, and the goal of the improvement. Improvements are organized by their relative location within or across corridor communities.

Cost Guide:
$ - Small capital item, part of a local annual budget

$$ - Larger capital improvement, requires CIP scheduling

$$$ - Projects require coordination with other municipalities and agencies for funding, design, and implementation.

Extent of Benefit Guide:
LOW - concentrated improvements that impact immediate area.

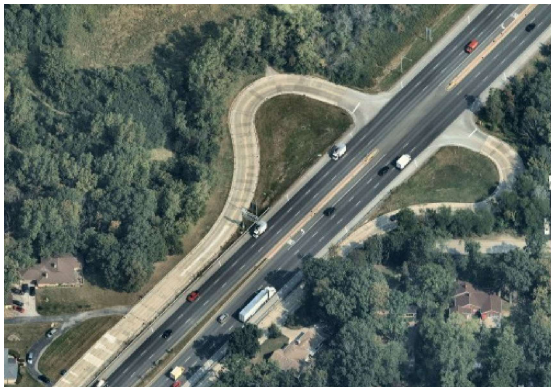
MEDIUM - enhancement to corridor / study area, beneficial to wider area such as a neighborhood.

HIGH - benefits beyond area of improvement; or key improvement impacting other recommendations. Includes projects identified/ supported through public outreach.

ELMHURST AND VILLA PARK			
IMPROVEMENT	**COST**	**EXTENT OF BENEFIT**	**GOAL**
Continuous sidewalks along St. Charles Road and North Avenue. (both sides)	$$	Medium	Better connectivity through IL 83 intersection.
Combine access drives on St. Charles Road of the northwest parcel and align opposite the drive of the southwest parcel.	$	High	Enhanced pedestrian mobility/ reduced modal conflicts.
Bike access between Salt Creek Trail and Elmhurst Crossing via existing traffic signal near Chick-Fil-A.	$$	High	Enhanced pedestrian and bike mobility.
Add shared use path on east side of Route 83 between St. Charles Road and signal near Chick-Fil-A.	$$	Medium	Enhanced pedestrian and bicycle mobility.
Widen sidewalk on north side of St. Charles to accommodate a shared use path, potentially extending east to York High School and just west of Route 83 to connect with the Salt Creek Trail	$$	Medium	Enhanced pedestrian and bike mobility.
Narrow access drive at Route 83, north of St. Charles, with tighter turning radius.	$	Medium	Enhanced pedestrian mobility/ reduced modal conflicts.
Better defined access into Elmhurst Crossing shopping center from east side of Route 83 at St. Charles Road.	$	Medium	Create better internal route for pedestrians and bikes to stores. Improves pedestrian/ bike access.
Add pedestrian refuge at North Ave./Villa Ave. intersection.	$	Medium	Enhanced pedestrian/bike mobility.

ELMHURST AND VILLA PARK			
IMPROVEMENT	**COST**	**EXTENT OF BENEFIT**	**GOAL**
Narrow / combine driveways at North Ave. and Villa Ave.	$	Medium	Enhanced pedestrian mobility.
Reduce turning radius on Villa Ave. at North Ave., north & south approaches.	$	Low	Enhanced pedestrian mobility.
Eliminate continuous center turn lane/raised median on North Ave. and replace with dedicated turn lanes and pedestrian crossings with refuge at intersections.	$$	Low	Enhanced pedestrian/bike mobility and reduced modal conflicts
Add continuous sidewalks on west side of Route 83 between North Ave. and the frontage road, with a connection to the Salt Creek Trail.	$$	Medium	Enhanced pedestrian mobility.
Support for a bike/pedestrian bridge north of North Avenue, as currently being studied by Elmhurst.	$$$	High	Improve pedestrian/bike mobility. Connecting Berens Park/east neighborhood to Salt Creek Trail and DuPage County Forest Preserve. Supported by community





Left to Right: reduced turning radius (GeWalt Hamilton), pedestrian refuge Island (GeWalt Hamilton), frontage road (NearMap aerial)

ELMHURST AND ADDISON			
IMPROVEMENT	**COST**	**EXTENT OF BENEFIT**	**GOAL**
Higher visibility for pedestrians/bikes – signage, crosswalks at Villa Ave. and Lake Street.	$	High	Improve pedestrian/bike mobility. Connects Salt Creek Trail along with nearby residential. Villa Ave./Wood Dale Road travels underneath I-290, so provides good connecting route.

BENSENVILLE, ADDISON, WOOD DALE, ELMHURST			
IMPROVEMENT	**COST**	**EXTENT OF BENEFIT**	**GOAL**
Extend frontage roads north of current terminus south of Oak Meadows/Third Ave. to Grove, with connection to Fenton High School.	$$$	Medium	Access consolidation improves safety.
The Frontage Road intersection should have access limited to ¾ operations – right in, left in, right out with left out restricted).	$	High	Per the crash data provided by the Illinois Department of Transportation (IDOT) there was a fatal crash at this intersection. Limiting lefts out will not negatively impact the residents and places of worship that are positioned along the Frontage Roads as the adjacent roadway network is able to facilitate their access onto/off of Route 83.

BENSENVILLE, WOOD DALE			
IMPROVEMENT	**COST**	**EXTENT OF BENEFIT**	**GOAL**
Add pedestrian refuge at Route 83 and Grove.	$	High	Enhanced pedestrian mobility.
Possible change to far side Pace Route 757 stops with shelters at Route 83 and Grove with transit advantage pull out area.	$	High	Far side stops improve intersection operations, efficiency and safety.
High visibility pedestrian crossing design at Route 83 and Grove intersection – signage, crosswalks.	$	High	Improve intersection operations, efficiency and safety. Enhanced pedestrian mobility.
Expand sidewalk on north side of Grove to become multi-use path.	$	High	Extend to Church Road to east. Enhanced pedestrian and bike mobility.
Add multi-use path along Route 83 from Grove to Irving Park, connecting to frontage road extension to Grove.	$$$	Medium	Enhanced pedestrian and bike mobility.
Potential for frontage road between Foster & IL390.	$$$	Medium	Restricting property access to frontage roads improves safety.
Possible change to far side bus stops at Route 83 and Mark St. with transit advantage pull out area.	$	High	Far side stops improve intersection operations, efficiency and safety.

WOOD DALE, BENSENVILLE, ADDISON			
IMPROVEMENT	**COST**	**EXTENT OF BENEFIT**	**GOAL**
Add sidewalks along Third Ave.	$$$	High	Improve neighborhood connectivity from east to west of IL 83 by adding sidewalks on one or both sides where feasible. Must consider tree removal.
Oak Meadows/Third Ave. and Route 83 intersection safety issues: sight distance around curve, residential driveways.	$$$	High	May require total intersection reconstruction. Stakeholders and Village have expresses safety concerns.
Possible change to far side Pace Route 757 stops at Oak Meadows/ Third Ave. along Route 83, with transit advantage pull out area.	$	High	Far side stops improve intersection operations, efficiency and safety.
Route 83 and Grove / Sherwood is a key multi-modal intersection: school crossing, bike crossing, connection to Fenton High School.	$$$	High	Provide sidewalks on both sides of Grove and Sherwood east to Church Road.
Construct northbound right turn lane at Brookwood Street	$	High	Improves through traffic flow on IL 83. Coordinate design with IDOT.

BENSENVILLE			
IMPROVEMENT	**COST**	**EXTENT OF BENEFIT**	**GOAL**
Continuous sidewalks along Mark St.	$	High	Enhanced pedestrian mobility.
Need established process for staging and dedicated staging location for heavy trucks at Mark St.	$	Medium	Heavy trucks parked on shoulder waiting for deliveries. Improves operational efficiency and safety.

While the emphasis in recommendations is compiling a series of smaller victories, the opportunity for the major changes should not be dismissed. Major transportation improvements include long-term projects to be considered in concert with funding and redevelopment opportunities. These projects are intended to consider significant improvements that are more complex, require significant funding, and coordination with multiple agencies and governments at all levels. Some identified projects include:

- Investigate potential for a road-diet along Villa Avenue. A road diet would create available right of way for a bicycle or multi-purpose path.
- Participate in future Pace planning initiatives in consideration of Route 83 as Pace Pulse corridor.
- Frontage Road expansion north of Oak Meadow/Third Street could improve access and safety to the area.
- Median changes east of the Route 83 and North Avenue intersection would improve service and safety at the intersection.

A project that came forward during this planning process is certainly in keeping with the intent and direction of this plan and is supported by its overall goals and objectives:

- A feasibility study for a Route 83 pedestrian flyover bridge creating an east-west connection to Salt Creek Greenway Trailhead has recently been approved by Elmhurst.

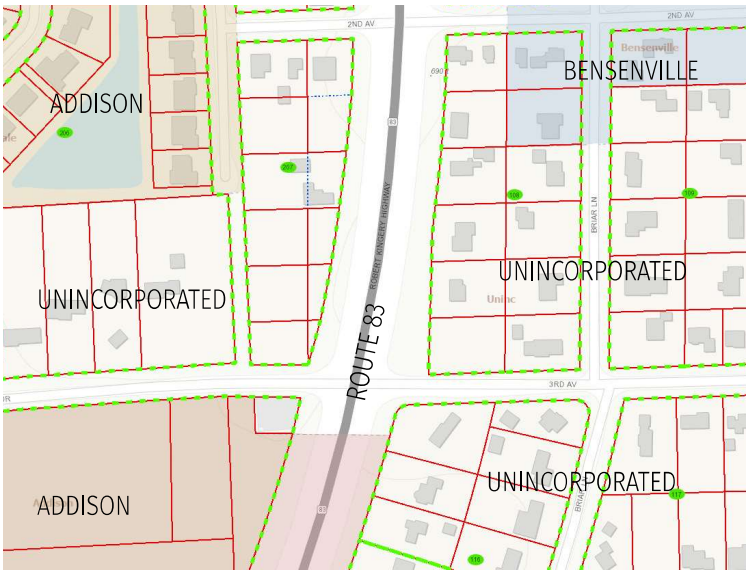
CHAPTER 6

IMPLEMENTATION RECOMMENDATIONS

This chapter lays out recommended actions and approaches to support implementation of the goals and objectives of this Plan. Successful implementation will result from ongoing intergovernmental coordination and planning between corridor communities, DuPage County, and other regional and State agencies.

ANNEXATION OF UNINCORPORATED PROPERTIES

It is the intent of this plan that unincorporated properties ultimately be annexed to an adjacent community. While implementation of this recommendation is not as simple as stating the aim, the action facilitates improved planning and management of all properties in the Study Area. Potential improvements include efficient provision of public services, clarity for property owners on who provides their services, local economic development benefits, consistent levels of public improvements and zoning standards, and local management of code enforcement. It is certainly understood that not all property owners chose to be annexed and options to force such annexation are limited by State statute. Therefore, it is reasonable to expect that not every property in the Study Area will be annexed and that joint County and municipal land use goals will be best pursued through joint engagement – this is why the County's intent has been for the land use recommendations of this plan to be coordinated with the intent of adjacent communities.



Source: DuPage County Parcel Viewer

MAINTAIN INTERGOVERNMENTAL COMMUNICATION

Open and ongoing communication between the County, corridor communities, and other jurisdictions will support successful implementing this Plan. On a day to day basis, this relies on the established working relationships of the jurisdictions' professional staffs to contact one another regarding issues or opportunities – this occurs now and is expected to continue. In addition, it is suggested that the Steering Committee established for this project be maintained and meet semi-annually to share updates on developments, plans, local improvements, etc., as well as discussion of opportunities to advance the various land use and transportation recommendations of this plan and other such opportunities that arise. In addition, it is recommended that Addison and York Townships become part of the committee, as well as local school, park, library and other relevant jurisdictions. DuPage County could play the role of meeting facilitator.

UPDATE BOUNDARY AGREEMENTS

Several of the corridor communities have Boundary Agreements between them regarding annexation of properties in the Study Area. In some instances, it appears that those boundaries have not been consistently followed. Nonetheless, having a clear understanding moving forward of what properties ultimately will be in which community (at such time as owners choose to annex or municipalities have the option to annex) is helpful. This awareness allows for sound planning of public services and utilities and gives property owners of unincorporated parcels an understanding of what community they may eventually be a part of.

LOCAL LAND USE PLANNING AND CODE UPDATES

The land use, transportation and urban design recommendations of this plan should be reviewed and considered for incorporation into comprehensive and subarea planning efforts of the corridor communities; likewise, when the communities update their zoning and other development regulations. This will facilitate ongoing Plan implementation and advance the benefits to community, residents and businesses that have been outlined.

INTERGOVERNMENTAL COORDINATION TO ADDRESS CODE ENFORCEMENT

One of the challenges for municipalities from adjacent unincorporated properties is the lack of jurisdiction to directly address property maintenance, zoning, and development entitlement processes. While communities have no direct control on these matters for adjacent and nearby sites, actions on those properties can directly, and potentially adversely, impact residents of the community. From the municipal standpoint, the ultimate resolution is annexation. When that is not possible, coordination between municipal and County staffs is critical. Recent instances have raised this issue and provided opportunities for enhanced coordination. These serve as a model moving forward and rely on open and ongoing communication with staff to address the issues and provide those staff members with the needed background and specifics to keep local residents and officials informed on issue resolution.

APPENDIX

ON TO 2050 CORE PRINCIPLES

INCLUSIVE GROWTH: Growing our economy through opportunity for all.	RESILIENCE: Preparing for rapid changes, both known and unknown.	PRIORITIZED INVESTMENTS: Carefully target resources to maximize benefit.
Lined with a patchwork of uses and neighborhoods, Route 83 is one of the region's most prominent corridors providing access to a variety of opportunities, from employment, shopping, and services to recreation, education, and transit. With transportation being a core component of the Route 83 Plan, the most influential approach to advance inclusivity along the corridor is through the enhancement of multimodal mobility and access along, to, and from Route 83. This will help advance inclusivity along the corridor by ensuring people of different means – regardless of their economic situation or mode of transportation – can access these opportunities safely and conveniently. Multimodal mobility and access positions the prosperity offered by the Route 83 Corridor to be for all people, not just to those with the means to access the opportunities.	High traffic counts and growing truck usage from a continually expanding industrial market, Route 83 is no stranger to the persistent stress placed on the corridor's infrastructure. Flooding is also a significant concern along the corridor, with development occurring close to (and sometimes within) the floodplain and contributing to an extensive swath of impervious surfaces. This raises the bar for the Route 83 Plan to ensure corridor strategies integrate concepts of resiliency, as demonstrated by the stormwater management best practices, protection of environmental features like Salt Creek, and sensible and sustainable development practices outlined in this plan. In addition, the corridor communities and DuPage County collaborated to guide the Route 83 planning process, which opens the door for local planners, engineers, and elected officials to continue sharing information and pooling resources to efficiently implement the plan's strategies.	Serving a multitude of municipalities and unincorporated areas within DuPage County jurisdiction, Route 83 not only physically connects these various communities but also requires coordination of multiple entities, varying needs, shifting market realities, and limited resources. Constrained financial capacities is one of the greatest challenges, both here along Route 83 and across the entire region. Intergovernmental coordination will be critical to maximize available funding and resources to advance many of the strategies outlined in this plan. Cooperative strategies – updating annexation agreements, streamlining services to both incorporated and unincorporated areas, using the Route 83 Plan to guide local plan amendments and development proposals, etc. – will help to prioritize and maximize the impacts of local investments. The continued collaboration of the corridor communities with each other and DuPage County will pay dividends as the project shifts from planning to implementation.

ON TO 2050 GOALS & RECOMMENDATIONS

The Route 83 Plan will have an impact on the following ON TO 2050 goals and recommendations:

INCLUSIVE GROWTH	RESILIENCE	PRIORITIZED INVESTMENTS
PROSPERITY GOAL: Robust economic growth that reduces inequality ▶ Pursue regional economic development ▶ Support the region's traded clusters ▶ Enhance economic innovation GOAL: Responsive, strategic workforce and economic development ▶ Align local economic development planning with regional goals **MOBILITY** GOAL: A modern multimodal system that adapts to changing travel demand ▶ Make transit more competitive ▶ Maintain the region's status as North America's freight hub GOAL: A system that works better for everyone ▶ Leverage the transportation network to promote inclusive growth ▶ Improve travel safety	**COMMUNITY** GOAL: Strategic and sustainable development ▶ Target infill, infrastructure, and natural area investments GOAL: Reinvestment for vibrant communities ▶ Support development of compact, walkable communities ▶ Improve natural resources through the redevelopment process **ENVIRONMENT** GOAL: Integrated approach to water resources ▶ Reduce flood risk to protect people and assets GOAL: Development practices that protect natural resources ▶ Improve natural resources through the redevelopment process ▶ Integrate land preservation into strategic growth efforts	**COMMUNITY** GOAL: Development that supports local and regional economic strength ▶ Incorporate market and fiscal feasibility into planning and development processes ▶ Align local economic development planning with regional goals **GOVERNANCE** GOAL: Integrated approach to water resources ▶ Use collaborative leadership to address regional challenges ▶ Encourage partnerships and consolidation ▶ Coordinate infrastructure operations and maintenance **MOBILITY** GOAL: Making transformative investments ▶ Build regionally significant projects

SECTION 3

MARKET ASSESSMENT

This market assessment applies demographic and financial analysis with an understanding of trends to provide a context for the decisions that will be included in the study area plan. For example, dramatic shifts caused by baby boomer retirement and millennials forming families require new housing types. Also, Internet shopping has reduced the need for retail space and increased the demand for warehousing and delivery outlets. The result is a very competitive environment that extends beyond study area boundaries into a regional market where communities and projects are changing existing development patterns. To succeed in this market, plans must anticipate future trends to devise a development strategy and carve out a market niche that incorporates both this changing market and each of the study area community's aspirations. The plan must also respect the study area's development history and strengthen existing businesses.

The Route 83 Corridor spans a critical region that impacts the economies of adjacent communities. It is the main north–south arterial route falling between Interstates 355/53 and 294. For many users it is the preferred connection to the O'Hare cargo operations, and the recently announced plans for western cargo development could make that role even more important. This regional position complicates development decisions because there are yet to be realized plans to add western passenger access to O'Hare Airport. The nature of these changes points to Route 83 becoming an even more significant O'Hare access route in the future.

The focus here is on understanding potential user behaviors and development innovation to identify land use opportunities and provide plan guidance. By respecting the current conditions while understanding that planning decisions often dramatically shift future opportunities, this market assessment provides a framework for market interventions that move from immediate tactics, through potential lean development to dramatic, high investment opportunities to be identified in the final plan.

A clear understanding of the existing land use and national, regional, and local development trends are vital to preparing a corridor plan that supports appropriate existing uses and identifies market supported new residential and business opportunities.

This knowledge enables the Corridor Plan Steering Committee to identify land use policies that fit a future market positioning, and marketing strategy that improves the economic contribution of Route 83 to adjacent communities' tax base. The information that follows examines the conditions and trends that will guide future development along the corridor.

EXISTING POPULATION & EMPLOYMENT

The table in Figure 3.1 compares demographic and employment data in the study area to both the combined population of all study area communities and DuPage County. Although resident demographics are quite similar for all three populations, the ratio of jobs to residents is dramatically different in the study area and the residential density is lower than the density in surrounding communities.

	STUDY AREA	COMMUNITIES	DUPAGE	STUDY AREA % COMMUNITIES[1]	STUDY AREA % DUPAGE
Jobs	50,488	102,180	646,913		8%
Total Population	42,285	137,703	936,874		5%
Ratio of jobs/population	1.2	0.7	0.7	161%	173%
Population/Square Mile	2,827	3,881	2,783	73%	102%
Median Age	37.7	38.1	39.0	99%	97%
Average Household Income	$104,401	$100,715	$116,502	104%	90%
Median Household Income	$71,839	$71,379	$83,068	101%	86%
Per Capita Income	$35,670	$35,661	$43,305	100%	82%
0 Vehicles Available	3.9%	4.3%	3.9%	92%	
Employees	50,488	102,180	646,913		8%
Median Home Value	$272,101	$278,670	$296,146	98%	92%

FIGURE 3.1
STUDY AREA POPULATION
Source: © 2017 Easy Analytic Software, Inc. (EASI®) All Rights Reserved, Alteryx, Inc.

49.4%

Share of jobs along the Route 83 Corridor study area that are within the municipalities that comprise the corridor

Notes:

1. The study area and DuPage County include data for unincorporated land, but the communities do not.

2. The Marketing Data appendix contains additional demographic data.

Housing

The table in Figure 3.2 reveals that residential development is newer in the study area than the surrounding communities but not as recent as the overall development of DuPage County.

The housing age categories are designed to differentiate potentially historic properties built before 1950, from housing where needed repairs could exceed the cost of new construct and therefore tear down pressure exists, (housing built from 1950 to 1979) and relatively new houses built since 1980. Information shared by the County on code violations in unincorporated areas suggests that further study could reveal housing redevelopment possibilities.

	STUDY AREA	COMBINED	DUPAGE
Single Family	74.4%	72.3%	72.1%
Built Before 1950	20.0%	24.9%	43.6%
Built 1950 to 1979	55.2%	57.4%	47.2%
Built Since 1980	24.8%	17.7%	9.2%
Median Home Value	$272,101	$278,670	$296,146

FIGURE 3.2
RESIDENTIAL DEVELOPMENT
Source: © 2017 Easy Analytic Software, Inc. (EASI®) All Rights Reserved, Alteryx, Inc.

Jobs

As shown in Figure 3.3, examination of the jobs in the study area reveals that, although there still are more jobs per household in the study area than the surrounding communities and DuPage County, the number of jobs in the study area communities is declining (based on available data, it is not possible to isolate the employment loss in the study area).

The graph in Figure 3.4 compares jobs in the study area to employment in the combined communities, DuPage County, and the Chicago MSA. As this data reveals, both the study area and its combined communities have a greater concentration of manufacturing, wholesaling, and transportation jobs than DuPage County and the Chicago region. The table in Figure 3.5 uses CMAP's Community Profiles to document employment and land use by category. It suggests a logical relationship between the amount of industrial land and the manufacturing and wholesale trade jobs.

	STUDY AREA	STUDY AREA COMMUNITIES	DUPAGE COUNTY
Jobs	50,488	102,182	646,913
Jobs /Household	3.5	2.1	1.9
Private Sector Job Change, 2005-2015	-	-7,201	24,522

FIGURE 3.3
JOBS PER HOUSEHOLD

Source: © 2017 Easy Analytic Software, Inc. (EASI®) All Rights Reserved, Alteryx, Inc.

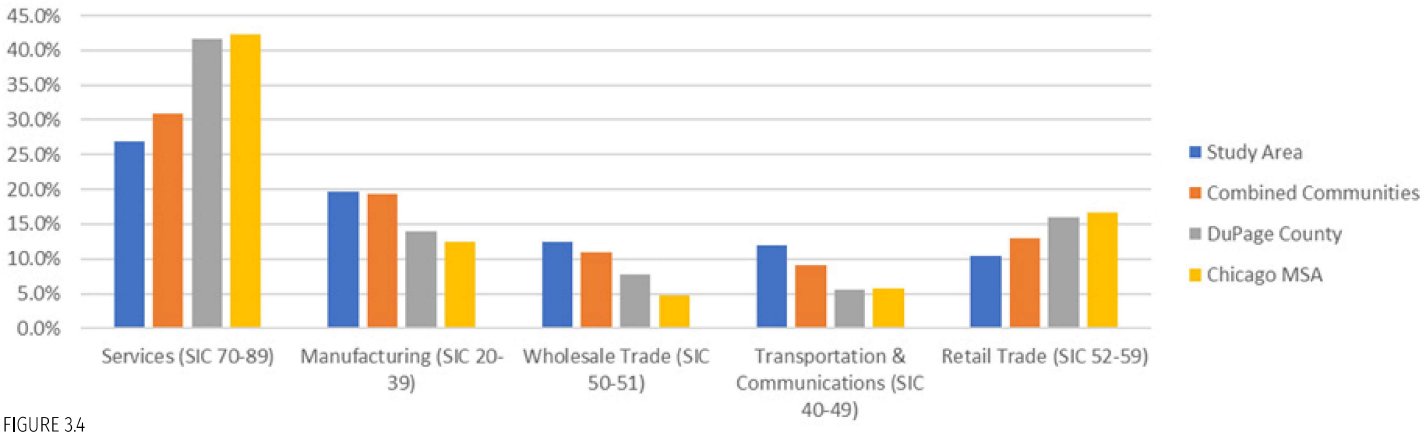


FIGURE 3.4
EMPLOYMENT BY SELECTED MAJOR BUSINESS CATEGORY

Source: Q2 2018 Dunn & Bradstreet business location records that have a valid telephone, known SIC code and D&B rating excluding businesses that operate from a residence.

	ADDISON	BENSENVILLE	ELMHURST	VILLA PARK	WOOD DALE
Manufacturing	6,253	4,581	1,996	991	2,474
Retail Trade	4,153	3,860	2,350	1,538	2,186
Wholesale Trade	1,560	2,415	-	-	1,291
% Industrial Land	19.9%	28.1%	7.8%	3.7%	18.4%
% Commercial Land	5.0%	3.8%	5.5%	9.5%	4.7%

FIGURE 3.5
EMPLOYMENT IN CORRIDOR COMMUNITIES

Source: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program, Chicago Metropolitan Agency for Planning Parcel-Based Land Use Inventory

Summary

Although this data reveals that the study area is demographically like the surrounding communities, it also reveals differences in job growth and housing age. The loss of jobs in the study area communities is a trend that needs further consideration in plan making tasks, including an understanding of whether the study area communities support replacing manufacturing industries with uses such as housing or distribution.

As this project advances, it should create a collective vision for use transitions. Policy questions to consider include:

1. Should residential redevelopment be promoted?
2. What types of housing should be encouraged?
3. What is the optimal long-term balance between jobs and households?

The trend information that follows will be important input into these policy decisions.

EXISTING REVENUE BASIS

The study area communities obtain revenue through a variety of fees, property tax and sales tax revenue. The analysis that follows examines the current revenue from taxes on retail sales and property value. Both sales tax and property tax are categories that can be compared across communities and are impacted by land use and development policy decisions.

Municipal Sales Tax

Figure 3.6 illustrates the study area communities' municipal sales tax revenue growth since 2011. In 2017, this was a 1% tax on sales of $3.7 billion in the combined communities. Besides this state mandated revenue to each community, study area communities all apply an additional ½ % to 1% home rule or non-home rule sales tax revenue on sales within the study area.

The table in Figure 3.7 reports the municipal sales tax revenue growth by municipality.

	2012	2013	2014	2015	2016	5 YEARS
Wood Dale	1.2%	2.5%	7.6%	4.3%	-2.5%	6.3%
Villa Park	0.2%	6.7%	11.1%	4.8%	6.5%	21.2%
Bensenville	11.8%	-2.6%	2.8%	7.8%	9.5%	19.0%
Addison	-0.4%	4.8%	5.3%	11.8%	-3.6%	24.2%
Elmhurst	11.5%	6.7%	9.3%	5.3%	2.8%	28.7%
Combined	5.3%	4.3%	7.4%	7.1%	2.2%	22.6%

FIGURE 3.7
MUNICIPAL SALES TAX REVENUE GROWTH
Source: Illinois Department of Revenue, BDI

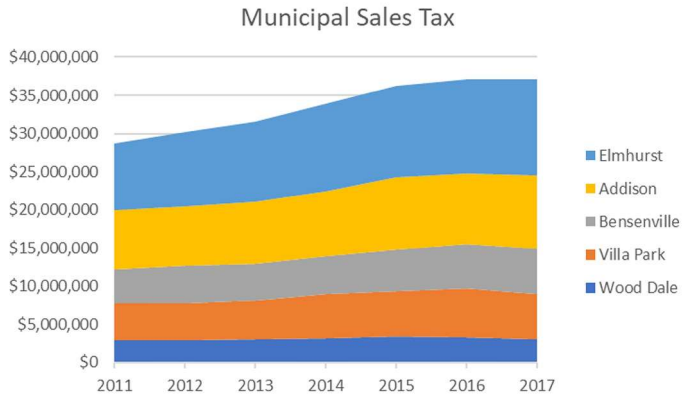


FIGURE 3.6
MUNICIPAL SALES TAX, 2011-17
Source: Illinois Department of Revenue, BDI

Agriculture & Manufacturing Sales Tax

The 48,400 households in the study area communities on average are estimated to annually spend approximately $33,500 each in Illinois taxable goods, providing sales of about $1.6 billion. That suggests that the study area communities attract $2 billion in spending from other communities. Although some of that spending occurs in the high-volume stores along Route 83 in Villa Park and Elmhurst, another important source is revealed by analyzing the Agriculture and Manufacturing sales tax categories. Figure 3.8 illustrates the $1.2 billion in study area communities' sales in these categories.
A full list of the sales that fall into these categories is at:
https://www.revenue.state.il.us/app/kob/terms.jsp

Although these categories are notorious for classification errors, they generally cover sales taxes on landscape and construction equipment/materials, as well as items sold by manufacturers directly to consumers or businesses. Any warehouse that distributes directly to Illinois consumers pays all local sales taxes on those purchases to the municipality where it is located. As determined by a recent US Supreme Court decision, sales to consumers in other states are taxed at the other state's rates and those taxes are paid to that state.

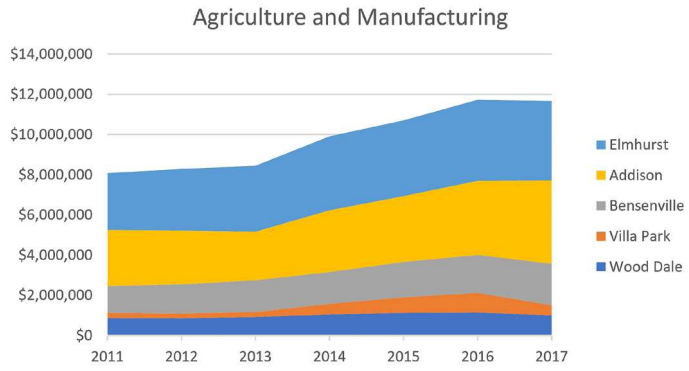


FIGURE 3.8
AGRICULTURE & MANUFACTURING SALES TAX, 2011-17
Source: Illinois Department of Revenue, BDI

Eating & Drinking Sales Tax

The Eating and Drinking Places category reveals sales taxes collected by restaurants as well as cafeterias and resident meals in institutions such as hospitals, colleges, and senior facilities. Purchasing power projections estimate that study area residents spend $190 million on food and drinks away from home. Figure 3.9 illustrates the split of municipal sales taxes on the $269 million in study area communities' restaurant sales.

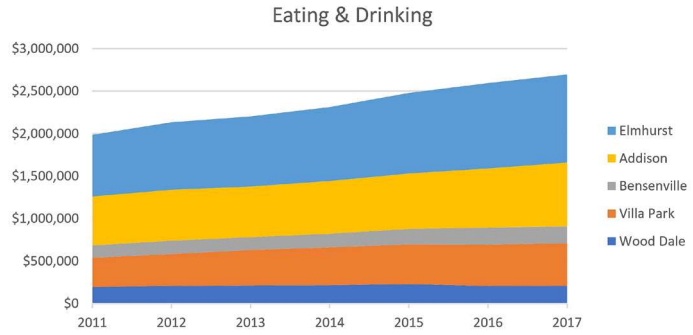


FIGURE 3.9
EATING & DRINKING SALES TAX, 2011-17
Source: Illinois Department of Revenue, BDI

Property Tax

The Equalized Assessed Value (EAV) of properties is the basis for calculating property taxes. Figure 3.10 compares the EAV's of study area communities to DuPage County and calculates the contribution of industrial and commercial land to total EAV.

Generally, schools, which are the primary beneficiaries of property tax revenue, strongly support maximizing commercial and industrial EAV because they generate revenue without costs from additional students. EAV increases with new development and redevelopment of aging properties. It declines as properties become vacant.

	ADDISON	BENSENVILLE	ELMHURST	VILLA PARK	WOOD DALE	DUPAGE COUNTY
2015 Equalized Assessed Value (EAV)	$981 million	$502 million	$2,034 million	$509 million	$491 million	$33,90 million
Acres	6,392	3,587	6,601	3,050	3,098	215,304
EAV/Acre	$153,409	$139,816	$308,156	$166,754	$158,511	$157,453
Commercial & Industrial EAV	$407 million	$292 million	$288 million	$118 million	$208 million	$8,276 million
% Total EAV from Commercial & Industrial	41%	58%	14%	23%	42%	24%

FIGURE 3.10
COMPARISON OF 2015 EQUALIZED ASSESSED VALUE (EAV)
Source: CMAP Community Data Snapshot

Summary

In many respects the combined study area communities are quite successful in establishing a strong tax revenue base. Although sales tax revenue to individual corridor communities varies, the Route 83 region is very successful in attracting taxable sales. Receipts significantly exceed the amount spent by residents both because Route 83 provides the traffic counts desired by high volume retailer and warehousing and manufacturing offer non-store sales tax. As this study continues, gaining a better understanding of the connection between distribution facilities and taxable goods is important. The communities with higher industrial and commercial property percentages offer a desirable basis for lower residential property taxes. As this study progresses, policy questions to consider include:

1. What types of redevelopment will increase the EAV supporting property tax revenue?
2. What policies will attract manufacturers and warehouses that provide sales tax revenue?
3. How does the potential Western access to O'Hare impact tax revenue?

PREPARING FOR THE FUTURE

As stated in this report's Planning Issues and Opportunities section, most of the unincorporated areas being studied are, and are expected to remain, residential. However, before planning a residential future it is worth examining the possibilities of capitalizing on location in the North DuPage Industrial Submarket, an important element of the nation's most active port, Chicago.

CBRE's 2018 Chicago Industrial Outlook included Figure 3.11 and described Chicago's port as, "In addition to the highly established class A railroad system, O'Hare International airport, the third busiest in the world, provides direct freight service around the globe. The developed intrastate highway infrastructure is one of the best maintained systems in the United States, ranking only second behind New York, nationally. The Chicago metropolitan area is the principal inland port in North America."

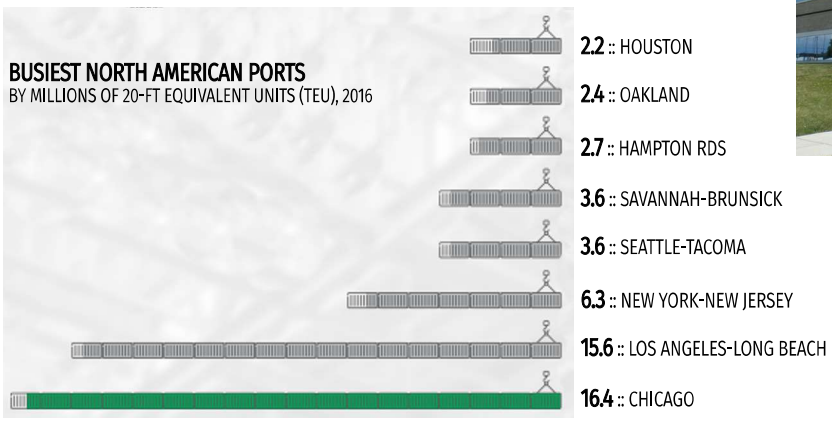


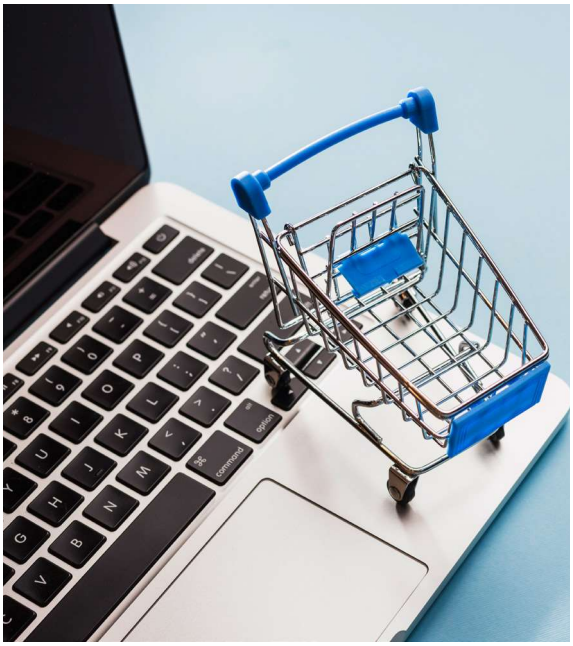
FIGURE 3.11
BUSIEST NORTH AMERICAN PORTS, 2016
Source: CBRE's 2018 Chicago Industrial Outlook

The North DuPage Industrial Market is a major component of the Chicago Inland Port that sets the overall economy of the study area as it provides employment, daily commercial activity, and reasons for residents to locate in study area communities. The still developing program for the western expansion of O'Hare Airport is central to the future of all commercial and residential markets.

The information that follows looks at the demand and configuration of potential future development by category.

Retail

Retailers are offering their customers the opportunity to browse and place orders online with the quick-in-store same day pickup option. This is online shopping without having to wait for your item to ship. For large format retailers, this trend translates into having smaller and fewer stores, because the consumers shop at home and will travel to obtain their goods. Thus, display areas or a large sales floors are no longer needed. Following this trend, more than 10,000 national chain stores are expected to close this year. Smaller and often independent retailers responded to this change by creating an Internet presence and increasing sales by attracting business from a larger market. Additionally, local independent retailers report losing sales to more aggressive Internet participants.



The challenge for this study is determining which now vacant or under performing study area strip centers can accommodate new formats, which were not imagined when Route 83 buildings were constructed and its regulations were established.

Preparing for these formats may require changes in physical space and occupancy policies. The new space possibilities include:

- Splitting space for smaller stores
- Allowing stores within a store
- Expecting shorter leases
- Allowing seasonal businesses
- Reserving Parking for Buy Online Pick-up In Store (BOPIS)

Another possibility is redevelopment to accommodate e-commerce delivery.

Warehouse and Logistics Buildings

E-commerce has also changed industrial logistics and warehouse design. The changes include the need for larger warehouse spaces and smaller, infill logistics properties that can accommodate same day shipping. According to Jon Pharris, president of industrial developers and owner of CapRock Partners, "Warehouse space design is already different than it was five to 10 years ago. For example, prior to the e-commerce evolution, industrial developers would maximize every square foot of a property and build the largest building possible on a parcel of land, leaving little room for employee parking. However, e-commerce tenants require significantly more parking availability for their employees, especially during the peak season, approximately Aug. 1 through Dec. 31. E-commerce users generally do not use as many dock high doors as a typical industrial tenant. They are converting their unused truck courts to expand parking availability and create employee amenity areas." https://caprock-partners.com/the-rapid-change-underway-with-industrial-logistics/.

The fastest developing category, known as "Last Mile Distribution," is misnamed because it generally serves the larger, approximately 30-minute drive time. These logistics businesses must accommodate semi-trucks delivering from million square feet product warehouses. Their core business involves employees sorting and loading panel trucks in an area that is generally less than 50,000 square feet. Additional employees drive the delivery trucks dispatched to homes. This means that as much as 40% of these site's area is reserved for employee parking and truck access. For the study area, this new development format may provide an opportunity, especially for businesses that collect sales taxes at this last point before goods are delivered to customers. It also could support adding employee amenities and sales of gasoline and services to the delivery vehicles.

The Table in Figure 3.12 confirms the opportunity for additional industrial, warehouse and logistics buildings. With a vacancy rate at 2.2% to 3% and availability that adds sublease only slightly higher, there is unmet demand from businesses actively seeking this commercial real estate product. The challenge is delivering attractive new construction at a cost that makes the market rate lease rate of $6.50 per square foot an acceptable return on investment.

Submarket	Rentable Building Area (Sq. Ft.)	Availability Rate (%)	Vacancy Rate (%)	User Sales (Sq. Ft.)	Leasing Activity (Sq. Ft.)	Net Absorption YTD (Sq. Ft.)	Under Construction (Sq. Ft.)	Average Net Asking Lease Range ($/Sq. Ft./Yr)
N DuPage County (6)	43,199,479	5.1	3.0	442,867	1,528,526	1,482,133	183,296	5.50 to 6.50
O'Hare (7)	109,557,247	4.4	2.2	1,128,454	2,317,936	-1,701	844,230	4.00 to 8.25
Chicago Metro Area Subtotal	1,170,241,970	5.3	3.5	12,068,115	26,032,532	15,287,281	11,432,666	5.01

FIGURE 3.12
STUDY AREA MARKET CONDITIONS, 2018 Q3
Source: CBRE Research, 2018 Q3

Restaurants

In addition to sales and unit growth, there are broader industry trends, reflecting new customer, or guest, behaviors, and transforming operations. These broader market trends include the three highlighted below. These trends point to future study area hospitality for a food truck park and highlight the importance of capitalizing on superior access by accommodating food delivery.

Off-Premises Sales: Off-premises sales was cited as the most important 2018 trend for full-service restaurants. Online orders represent about 43% of all food deliveries. Typical of ordering and delivery options for established restaurant locations is Grubhub's, which illustrates the accelerating growth with the number of diners who've purchased on its platform in the past 12 months up 67% in the third quarter. The expansion of off-premises options reflects ongoing growth in curbside pick-up, drive-thru's, catering, and delivery for restaurants of all formats.

Emerging Restaurant Formats: New competitors for traditional restaurants, regardless of format, continue to emerge. The rise of grocerants, grocers serving food and drinks in a dedicated dining area within their store, provides flexibility for consumers and allows for selling higher margin products (foods prepared on-site and wine, beer, or cocktails). Movie grills allow moviegoers to have dinner and drinks at the movie theater, again providing consumer flexibility while attracting larger audiences. In addition, many limited service, fast casual restaurants are morphing throughout the day--starting as out coffee shops in the morning, serving lunch, and ending up as wine or whiskey bars, typically with a small food menu.

Food Trucks: Food trucks test markets, and many establish themselves in places where markets were uncertain. With start-up costs ranging from a few thousand dollars for a leased truck to low six figures for an elaborate, customized mobile kitchen, there were 4,046 food trucks in the U.S. in 2017, nearly twice the number of 2008. But projected annual revenue growth is 3% from 2017 to 2022, compared to 7.3% from 2012 to 2017, when revenue totaled nearly $1 billion. Food Truck and operators leverage social media to connect with customers beyond simply noting their location.

Office

Office properties are typically divided into three main categories: Class A, Class B and Class C. While there aren't any all-encompassing rules to these classifications, they are typically based on quality factors such as building age, amenities, and aesthetics.

- **Class A buildings** are generally either new developments or properties that have undergone significant improvements and renovations in recent years. The building's common areas will have high-quality finishes and amenities such as covered parking, fitness centers, leisure areas, on-site mailing office and restaurants or cafeterias.
- **Class B buildings** can be found in major commercial areas but are more commonly found in the suburbs. Age is a common factor contributing to a building being considered Class B, as it is usually older than their Class A counterparts. Oftentimes, a Class B office building was originally Class A but has been downgraded due to age and deterioration. These properties typically have good amenities, management companies, and tenants, and they can even be brought up to Class A standards with common area renovations and amenity upgrades.
- **Class C properties** are typically very dated, with minimal amenities and located in less desirable places. These properties are sometimes slow to lease even though they are less expensive than Classes A and B. Class C offices can also appeal to small, start-up tenants as such a property's lower rents allow tenants to allocate more financial resources towards growth.

The Chicago suburban office market is organized by region, and the study area is composed of a portion of the O'Hare region, north of 290, and the East West Tollway region, south of 290. The table in Figure 3.13 reports the study area market conditions at the end of the third quarter 2018.

For 10 years, there has been little new suburban office built as companies moved to the Loop in search of young technology savvy employees and the space needed per employee declined due to open offices and telecommuting. As Figure 3.13 illustrates there currently is no office space under construction in either market. Office development is a weak opportunity that will be driven by special considerations such as a company owner wanting to locate closer to a distribution or manufacturing business.

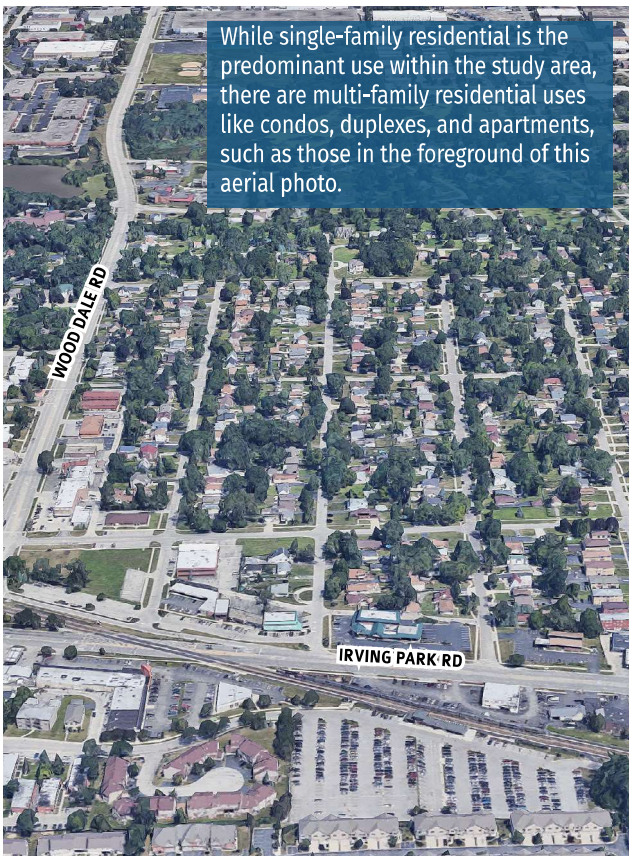
Submarket	Rentable Building Area (Sq. Ft.)	Direct Vacant (Sq. Ft.)	Direct Vacancy Rate (%)	Sublease Vacancy Rate (%)	Total Vacancy Rate (%)*	Q3 2018 Net Absorption (Sq. Ft.)	2018 Net Absorption (Sq. Ft.)	Under Construction (Sq. Ft.)	Gross Asking Lease Rates ($/Sq. Ft./Yr)
East-West Tollway	39,262,218	6,311,025	16.1	1.7	17.8	(75,257)	169,914	-	23.26
Class A	12,272,961	1,535,748	12.5	1.7	14.2	(61,174)	108,890	-	28.79
Class B	19,107,524	3,412,074	17.9	2.0	19.8	(107,225)	(40,029)	-	22.59
Class C	7,881,733	1,363,203	17.3	1.0	18.3	93,142	101,053	-	17.26
O'Hare	13,151,169	1,905,632	14.5	0.4	14.9	8,610	41,695	-	27.04
Class A	7,085,712	719,430	10.2	0.5	10.7	(11,312)	(44,899)	-	33.69
Class B	3,307,565	728,366	22.0	0.2	22.2	8,960	53,845	-	23.03
Class C	2,757,892	457,836	16.6	0.3	16.9	10,962	32,749	-	17.21

FIGURE 3.13
STUDY AREA MARKET CONDITIONS, 2018 Q3
Source: CBRE Research, 2018 Q3

Residential

As reported in the Planning Issues and Opportunities section, residential uses are an important component of study area land use, with single-family homes being the most common residential type. Although adding more single family residential in the area would continue this historical pattern, it also continues the conflicts with the commercial uses and fails to provide denser residential that better capitalizes on the important role Route 83 plays as a regional connector.

Redevelopment in these single-family neighborhoods is complicated because traditional redevelopment projects, commercial, industrial and multi-family residential, require assembly of numerous owners' adjacent properties. An alternative is to encourage density by allowing an innovative housing product that is emerging: Missing Middle Housing. Missing Middle Housing consists of multi-unit housing types such as duplexes, fourplexes, bungalow courts, and mansion apartments that are not bigger than a large house and therefore can be redevelopment of a single-family lot. The term was coined by architect and urban planner Daniel Parolek, Principal and Founder of Opticos Design, Inc., to describe a common feature of pre-1950 neighborhoods that was "missing" in later suburbanization, such as, the study area neighborhoods. When missing middle products are added to neighborhoods with primarily single-family homes, they provide diverse housing choices and, can generate density to support pedestrian amenities, transit and locally-serving commercial businesses. They encourage redevelopment by adding value through income producing rental units and fit with a multi-generational living trend. The smaller units also offer starter housing for newly formed families.



While single-family residential is the predominant use within the study area, there are multi-family residential uses like condos, duplexes, and apartments, such as those in the foreground of this aerial photo.

Summary

The study area is a large and diverse collection of land uses that developed in a regional economy that differed greatly from today's e-commerce and inland port dominated environment. The study area communities have many choices. Although it is important to be flexible in this economy, which is being transformed by business and life style changes, there are opportunities to collaborate and guide new uses in a manner that enhances the region.

As this project advances, it will examine uses on specific parcels to create a collective vision for use transitions. Policy questions to consider include:

1. Can the value of manufacturing, distribution, and office properties be enhanced by providing nearby worker housing that solves today's employee challenge?
2. How can the changes in truck traffic and amenities driven by e-commerce be accommodated in the study area?
3. Which existing properties may be appropriate for redevelopment?

SECTION 4

TRANSPORTATION, MOBILITY, & INFRASTRUCTURE

ISSUES & OPPORTUNITIES

Evaluating adequacy of the transportation network relies on understanding overall mobility. This section will discuss several key components and analyzes current conditions along the corridor regarding ease of travel, barriers, safety, gaps, linkage to other modes of travel, and connections to adjacent land uses. These items give an overall picture of the issues and opportunities facing IL 83 and lay the groundwork for creating a corridor that safely and efficiently accommodates all modes of travel.

Multi-Modal Network

- Route 83 is mostly viewed by the adjacent communities as a regional highway traveling near their community, and certainly not considered a hospitable pedestrian or bike corridor.
- Route 83 could provide an opportunity for higher-speed transit services, linking residential areas to employment centers (jobs-housing connections).
- Infrastructure improvements such as traffic signal queue jumps, bus shoulder lanes, and intersection improvements at major arterials would support increased transit access and efficiency.
- The Route 83 corridor generally ranks low in terms of transit access. Many areas of the corridor have higher employment, but lower transit access to these jobs, especially in areas not served by Metra, the O'Hare cargo area and north of I-290. Areas near Metra stations and O'Hare Airport have the highest level of transit access.
- Route 83 serves as a major regional north/south Class 2 truck route. Heavy trucks have an impact on the safety and design of the roadways, but also the economies of each community and quality of life of their residents.

7
Miles of length covered by the Route 83 Corridor from Devon Avenue to St. Charles Road

60,000
Average number of cars that travel along Route 83 each day

42,285
Total population within the study area

50,488
Jobs located within the study area

- Pedestrian facilities along the Route 83 corridor and adjacent areas are limited, with a lack of sidewalks, protected/safe roadway crossings, and pedestrian-friendly infrastructure.
- The combination of regional bike/ped trails and local community active transportation plans create an overall study area bike/ped network, although IL 83 is a barrier to overall connectivity.

Connectivity & Access

- Route 83 is the main north-south arterial between I-355 and I-294 and provides a foundation for moving autos and trucks. It is a wide, six-lane roadway with posted speed limits of 45 miles per hour or higher. Overall, the roadway is designed to move the greatest number of cars in the most efficient way possible.
- Route 83 provides for efficient travel by cars and trucks between major employment areas in Wood Dale and Bensenville to the north and Elmhurst to the south, while connections by other modes are lacking between Route 83 and area residents, making it difficult for residents to get to these jobs.
- Limited pedestrian and bicycle access exist between Route 83 and adjacent residential or commercial areas.
- The Salt Creek Trail provides a critical north-south bike/ped spine throughout the corridor along with connections to other county/regional facilities such as the Salt Creek Greenway (through DuPage and Cook Counties), Great Western Trail, Prairie Path, and the Elgin-O'Hare Bike/Ped Path.

Sustainability

- Route 83 experiences capacity issues at and south of IL 64. In general, except for I-290, the study area experiences more congestion on the south end toward IL 64.
- Employment opportunities exist throughout the corridor but are generally more concentrated in the north/northwest areas near Wood Dale, Bensenville, and O'Hare, and at the southern area in Elmhurst. The range of transportation choices for travel to those jobs are limited.
- Transit ridership, in general, is higher to the south in Elmhurst and to the north in Bensenville, as a reflection of higher population and employment densities in these areas.
- The Route 83 corridor is a difficult environment for transit to compete with autos given the traffic volumes, speeds, and congestion.
- Bus routes, Metra service, and frequent service are limited through much of the corridor mid-section (generally between IL 390 and I-290), reflective of the overall transit demand.
- Lower residential densities, adjacent land use design and lack of connectivity between communities are barriers to supporting transit.
- Safety concerns affecting the Salt Creek include flooding and locations where the trail crosses east-west roadways at grade.

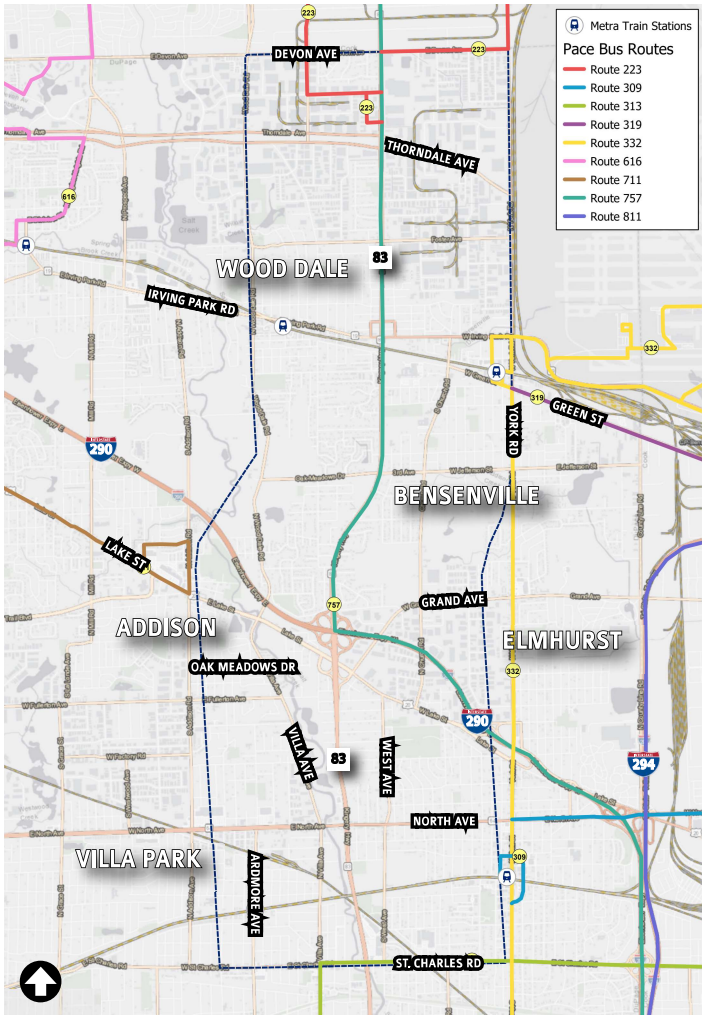


FIGURE 4.1
PUBLIC TRANSIT NETWORK

ROUTE 83 CORRIDOR OVERVIEW

Route 83 is a north-south route under the jurisdiction of the Illinois Department of Transportation (IDOT) and classified as a Strategic Regional Arterial (SRA) route. Route 83 extends from the Wisconsin border on the north to the Indiana border on the south and east. As an SRA route, the primary function of Route 83 is to promote the movement of through vehicle trips in the region. Whether the destination is on Route 83 within the study limits or in the many neighboring communities, this route is likely to play a role in how residents, business owners/ employees, visitors, and patrons travel.

As shown in the Study Area Map in Figure 1.1 on page 2, the corridor study area starts at Devon Avenue in the north and extends south to St. Charles Road, while also covering areas one mile east or west from Route 83 itself. The corridor within the study area is roughly 7 miles long and is one of the main north-south principal arterials in the region, carrying between 30,000 and 60,000 cars daily. Furthermore, there are a multitude of roadways that intersect with Route 83 and are key to movement throughout the study area. York Road, Tonne Road/Wood Dale Road/ Villa Avenue, Devon Avenue, IL 390, Irving Park Road (IL 19), I-290, Lake Street (US 20), North Avenue (IL 64), and St. Charles Road all carry sizable volumes of traffic and impact operations along the Route 83.

Route 83 provides a good foundation of infrastructure for efficient mobility by cars, trucks, and Pace's bus system, but is lacking in bicycle and pedestrian accommodations. The roadway is comprised of a six-lane section, which generally consists of three lanes of travel that are separated in each direction; most major intersections providing separate left-turn lanes. Posted speed limits range from 45-50 miles per hour and the roadway is designed to move the greatest number of cars in the most efficient way possible. Within the study area, I-290 and North Avenue west of Route 83 are the only other roadways that provide six-lane sections, which confirms Route 83's identity as an auto-dominated corridor that currently acts as a barrier to bicyclists and pedestrians. The rest of the major roadways within the study area generally provide four-lane sections, two travel lanes in each direction. Exploring the identity of Route 83 should continue throughout the project and discussion between stakeholders with local knowledge will prove highly beneficial.

As mentioned above, Route 83 provides access to many intersecting arterials and one interstate (I-290), which allows for excellent regional mobility. This kind of regional access throughout Chicagoland allows Route 83 to be the main north-south thoroughfare for many of the communities that it touches. For this region it is imperative that Route 83 and its supporting roadway network are a well-connected system that can provide for all modes of travel. This project seeks to support DuPage County with increasing the multi-modal functionality and safety of the network, while still maintaining Route 83's integrity as an efficient automobile and freight thoroughfare. The following sections explore transit usage, bicycle and pedestrian accommodations, truck/freight routes, and vehicular characteristics along the corridor in order to lay the groundwork for creating a more balance network.

TRANSIT AND NON-MOTORIZED TRANSPORTATION

Transit Service

Transit services in DuPage County are planned, programmed, implemented, and/or operated by a combination of agencies: DuPage Dept. of Transportation, Pace, Metra, CMAP, RTA, and DuPage Mayors & Managers. This section summarizes existing services and planned initiatives.

A combination of Pace bus routes and Metra commuter rail lines provides the backbone of transit services along the Route 83 corridor study area, as described in the following table.

SUB-PLANNING AREA(S)	MUNICIPALITY	METRA COMMUTER RAIL	PACE ROUTE(S)
1, 2, 3	Wood Dale	MD-West	711, 757
4	Bensenville	MD-West	319, 332, 757
3, 6	Addison	-	711
7, 8	Villa Park	UP-West	301, 313
8	Elmhurst	UP-West	313, 332

FIGURE 4.3
IL 83 CORRIDOR TRANSIT ASSETS

Existing Pace Service

Two routes provide key north-south transit service: Route 332 – York Road and Route 757 – Oak Park-Schaumburg Limited, which travels along IL 83 between I-290 and Oakton Street in Elk Grove Village. Pace service is summarized in the table below.

PACE ROUTE		COMMUNITIES SERVED	AVERAGE RIDERSHIP		
NO.	NAME		WEEKDAY	SATURDAY	SUNDAY
223	Elk Grove - Rosemont CTA	Elk Grove Village	2,005	672	529
301	Roosevelt Road	Villa Park, Elmhurst	1,690	691	383
313	St. Charles Road	Villa Park, Elmhurst	1,053	648	420
319	Grand Avenue	Bensenville	524	237	-
332	River Road - York Road	Elmhurst, Bensenville	570	325	347
711	Wheaton - Addison	Addison	224	-	-
757	Oak Park - Schaumburg Limited	Bensenville, Wood Dale, Elk Grove Village	181*		

** Rush only; peak direction*

FIGURE 4.4
SUMMARY OF CURRENT PACE SERVICE
Source: Pace; RTAMS

Average daily boardings are illustrated below in the south and north segment corridor maps (Figure 4.5) . Higher ridership activity occurs to the south in Elmhurst and to the north in Bensenville and Elk Grove Village, generally as a reflection of the amount of service provided in those communities. Similarly, the eastern edge of the corridor shows higher ridership than the western edge, reflective of the major destinations served by transit.

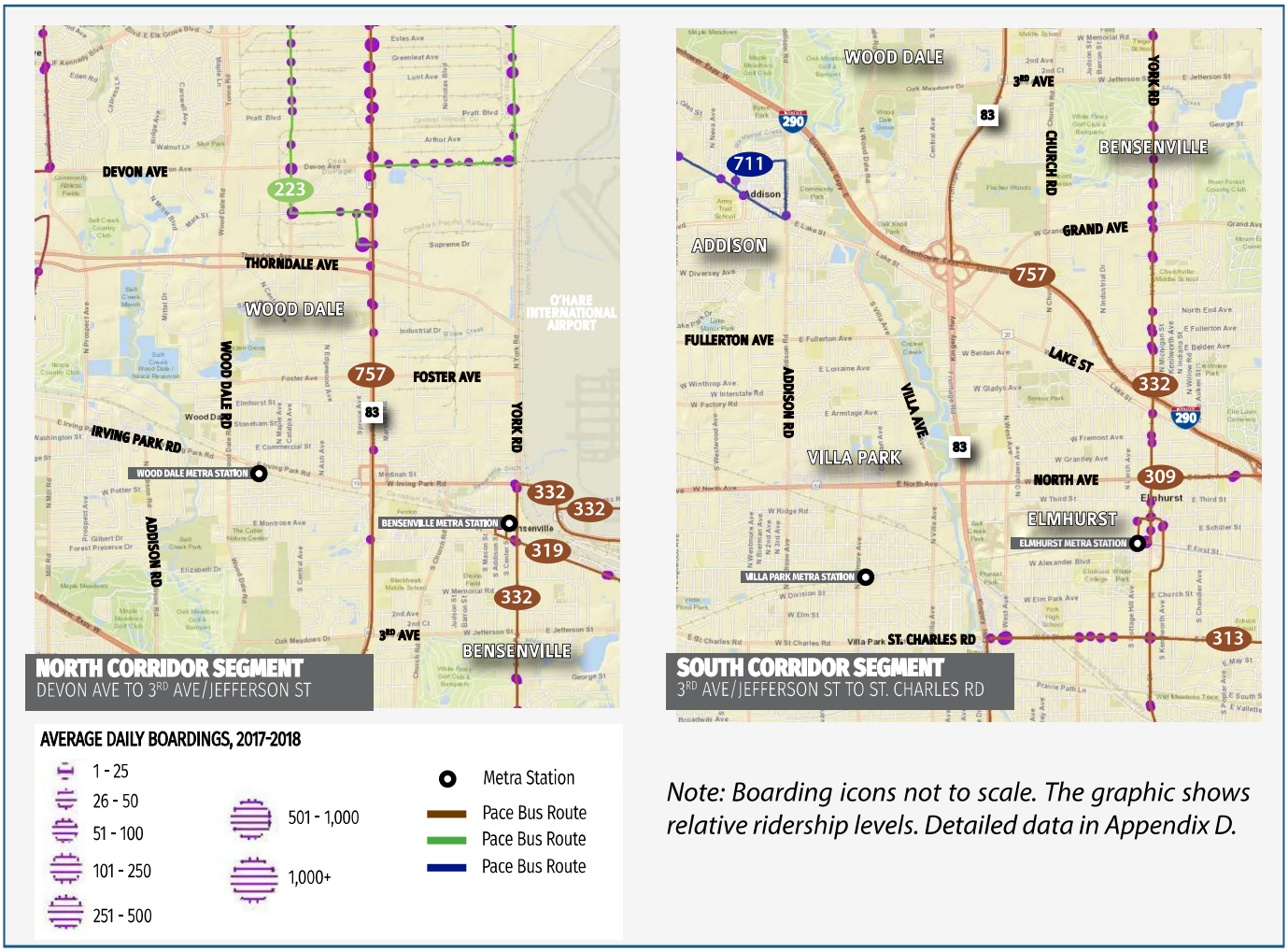


FIGURE 4.5
AVG DAILY BOARDINGS, NORTH & SOUTH SEGMENTS

Metra Commuter Rail Service

Metra service in or near the IL Route 83 corridor is provided via stations located in Wood Dale, Bensenville, Elmhurst and Villa Park. Station characteristics are presented in Figure 4.6 and 4.7.

STATION	RAIL LINE	FARE ZONE	AVG WEEKDAY BOARDINGS		PARKING	
			2014	2016	CAPACITY	% USE
Wood Dale	MD-W	D	608	625	464	87%
Bensenville	MD-W	D	433	357	202	83%
Elmhurst	UP-W	D	2,313	2,344	1,247	92%
Villa Park	UP-W	D	841	828	496	99%

FIGURE 4.6
METRA WEEKDAY BOARDINGS & PARKING

Source: Metra, Commuter Rail System Boarding/Alighting Counts, 2014, 2016; Metra, Station Parking Capacity/Utilization

STATION	RAIL LINE	MODE OF ACCESS (%)					
		DRIVE ALONE	WALK	DROP OFF	*CAR-POOL	**BUS	BIKE
Wood Dale	MD-W	68%	11%	13%	6%	0%	1%
Bensenville	MD-W	43%	40%	13%	0%	1%	1%
Elmhurst	UP-W	53%	22%	14%	5%	0%	5%
Villa Park	UP-W	59%	18%	13%	3%	0%	1%

** Driver and passenger*
*** CTA and Pace buses*

FIGURE 4.7
METRA WEEKDAY BOARDINGS & PARKING

Source: Metra, Modes of Station Access, 2016

TRANSIT PLANNING INITIATIVES

PACE IL ROUTE 390 TOLLWAY CORRIDOR SERVICE STUDY, 2017

Sponsored by Pace and the Illinois Tollway, this study was to evaluate and identify public transit service options, and provides preliminary steps towards identifying opportunities for Pace to expand its service in response to the Tollway's Elgin O'Hare Western Access (EOWA). The report builds on key roadway and transit proposals to identify and evaluate corridors in the study area. Further, the study provides an implementation and financial plan for future service on the most promising corridors, determined through quantitative analysis and guidance from Pace and local stakeholders.

Starting with identification of potential "Corridors of Interest," the study identified and proposed 14 corridors that are most promising for implementing future transit service, as shown the following graphic. Both Route 83 and York Road are among these 14 corridors. The Route 83 corridor had previously been designated for development as part of the future Pace ART "Pulse" network. York Road is one of nine additional corridors deemed appropriate for further analysis. As part of the study, an overall Transit Propensity Index score was calculated to indicate higher than average transit use. The study concluded that central part of the Route 83 study area not only had a low transit index, but also generates limited east-west trips, which is consistent with findings in this analysis.

PACE COOK DUPAGE AREA RAPID TRANSIT INVESTMENT, 2014

Pace initiated the Cook DuPage Area Rapid Transit Investment Plan project to identify a locally preferred strategy for introducing arterial rapid transit (ART) investment in western Cook County and DuPage County. This study reconciles numerous previous planning recommendations for the study area with Pace's ART strategy and identifies priorities for subsequent project development activities. Preliminary implementation plan strategies provide direction to Pace and its community and agency partners in implementing near-term ART initiatives.

The multi-tiered ART network consists of near-term routes, long-term routes and local route changes and additions. The routes developed for the arterial rapid transit network that travel in or through the Route 83 study area include:

Near Term Routes
- York Road: Northwest Transportation Center to Oakbrook Center
- York Road: Rosemont CTA Blue Line Station to Oakbrook Center

Long Term Routes
- Illinois Route 19 / Irving Park Road: Rosemont CTA Blue Line Station to Hanover Park
- Elgin-O'Hare Western Access: Rosemont CTA Blue Line Station to Hanover Park
- Ogden Avenue / IL Route 83: Rosemont / Northwest Transportation Center to Naperville

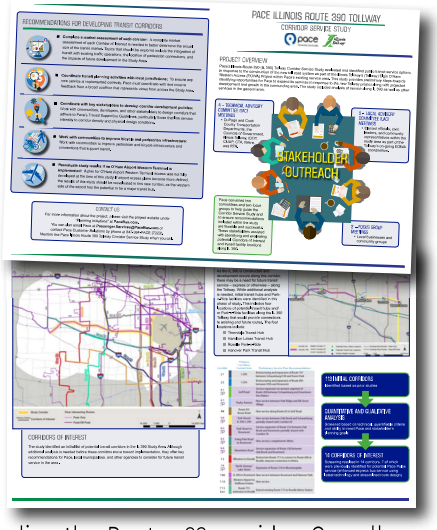
TRANSIT PLANNING INITIATIVES CONTINUED

DUPAGE TRANSIT CONNECTIVITY STUDY, 2016

DuPage County initiated the DuPage Transit Connectivity Study to assess business' public transit needs by identifying first and last mile transportation gaps. The goal is to make DuPage County jobs more accessible by improving commuting options, to improve employee attraction and retention for DuPage County employers, and to sustain that accessibility.
http://www.rtams.org/reportLibrary/3999.pdf

Transit Service Summary / Impact on Route 83

The location of transit services (Metra and Pace) are more dominantly focused on the north and south sections of the corridor. Bus routes, Metra service, and frequent service are limited through much of the corridor mid-section (generally between IL 390 and I-290), reflective of the overall transit demand. Many factors influence transit use. Primarily, demand for transit requires population and employment densities that can support transit. Additionally, the pedestrian and bicycle environment connecting to transit services must be safe, convenient, and accessible. Pace's IL 390 Tollway Corridor Study considered these factors in evaluating potential corridors for improved transit service, including the Route 83 corridor. Overall, Route 83 ranked low in terms of connectivity, access, and safety. Specifically, the study noted that there is a lack of pedestrian facilities, few locations for safe crossing, few signalized intersections with limited access at certain locations along Route 83, and single family residential neighborhoods separated from the corridor by walls, fencing, and/or highway access roads.



Recent Pace initiatives continue to develop alternatives to better connect areas with higher residential densities to employment centers. Alternatives consider both north-south and east-west travel and connections to key industrial areas and the O'Hare area. As CMAP has previously documented, many areas of the corridor have higher employment, but lower transit access, especially in areas not served by Metra.

While Route 83 is mostly viewed by the adjacent communities as a regional highway, not a hospitable pedestrian or bike corridor, there could be an opportunity for higher-speed transit services traveling on Route 83. Infrastructure improvements such as traffic signal queue jumps, bus shoulder lanes, and intersection improvements at major arterials would support increased transit access and efficiency.

Transit Supportive Infrastructure

First mile/last mile connections linking transit service with origins or destinations are key to facilitating easy use of transit, as every transit rider begins and ends their trip as a pedestrian or bicyclist. The quality and efficiency of the pedestrian environment is critical to determining mode of travel. To enhance access to transit, transportation projects should support both pedestrians and bicyclists, and as a result, will support the transit customer. The pedestrian system includes sidewalks, street crossings, pedestrian signals, and multi-use trails. On-street bike lanes or off-street bike paths allow bicyclists safer access to the transit stop. Improving the connectivity of these elements with transit services and the varying land uses is critical to improving overall mobility and ease of travel, while decreasing auto dependency. Likewise, shuttle services between Metra stations and employment centers can provide first/last mile connections for suburb-to-suburb or reverse commute travelers.

Linking transit, housing, and land use, a focus of CMAP's GO TO 2040 is carried forward in the newly approved ON TO 2050. ON TO 2050 continues support of compact, walkable communities that support transit, improve the health of residents, and promote a high quality of life. Planning for transit-supportive land uses involves enhancing pedestrian and bike connections to transit, making it easier and safer for employees and residents near transit corridors to walk or bike to rail or bus stations.

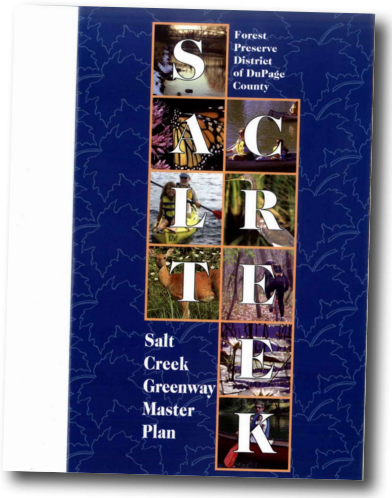
Pace has published transit-supportive guidelines to foster reliable, efficient, convenient, and accessible transit. The guidelines present planning principles and design standards that may be implemented by municipalities, designers, engineers, and others responsible for public rights-of-way and developments served by these rights-of-way. The guidelines are intended to promote a built environment that supports all modes of movement related to transit to create a more effective regional transit service.

The RTA'S Access to Transit program is a tool that provides funding for small-scale capital projects to improve access to the regional transit system for pedestrians and bicyclists.

Non-Motorized Travel

Trails for bicyclists and pedestrians are provided on a regional, county, and local level, as described below.

Salt Creek Greenway Trail



The Salt Creek Greenway is a 35-mile trail, starting from Busse Woods in Cook County on the north, passing through eastern DuPage and curving southeast into Cook County at the south end. It is part of an intergovernmental effort by the Forest Preserve District of DuPage County and includes the County, park districts, and municipalities. The trail connects six eastern DuPage communities including Wood Dale, Addison, Villa Park, Elmhurst, Oak Brook, and Oakbrook Terrace. The trail also connects to Wood Dale and Hinsdale's bikeway system and the Illinois Prairie Path. The Salt Creek Trail is one component of the Salt Creek Greenway Master Plan. Construction of the Salt Creek Greenway within Dupage County, spans from the northern boundary of DuPage County to Ogden Avenue. This section provides a key north-south spine for bicycle travel. While most of the trail is safe and accessible, challenges remain related to flooding and crossing arterial roadways.

Elgin-O'Hare Bike/Ped Plan

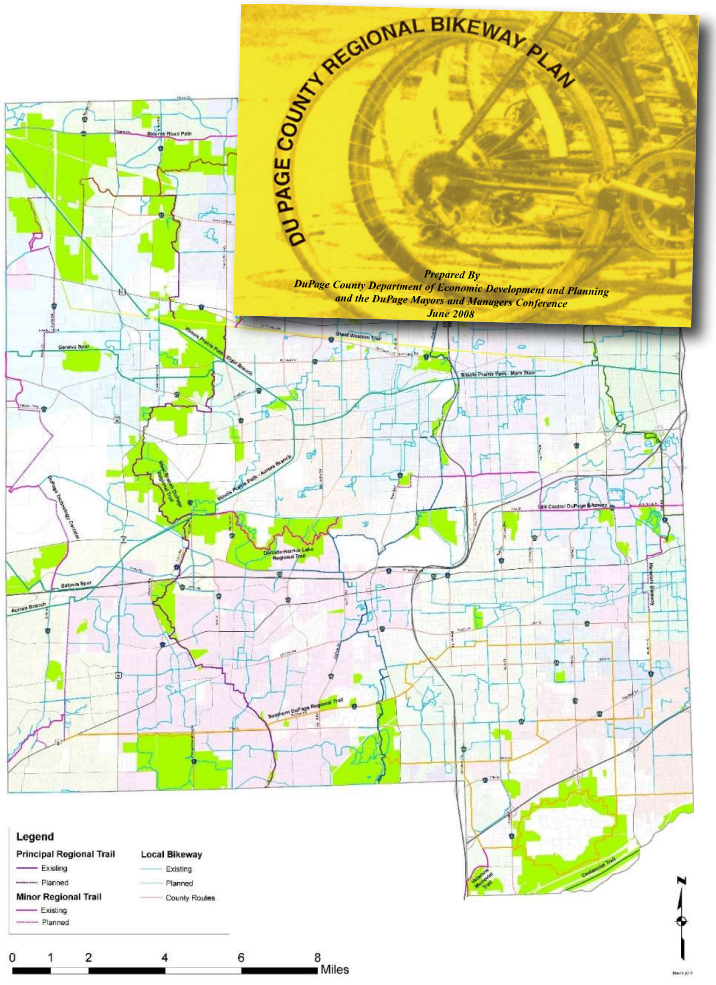
The Elgin O'Hare Regional Bicycle and Pedestrian Plan provides a guide for future investments in bicycle and pedestrian infrastructure and programming to provide safe, comfortable, and convenient non-motorized travel for the area's residents, businesses, and visitors. These facilities will increase connectivity with existing bicycle and pedestrian infrastructure, improve bicycle and pedestrian access to transit and other key destinations and enhance the overall quality of life in communities within and near the study area.

DuPage County Regional Bikeway Plan

The most recent bicycle plan is the 2008 DuPage County Regional Bikeway Plan. It was created under a partnership between the DuPage County Board and the DuPage County Mayors and Managers Conference. The County and Conference worked to bring all bikeway implementation agencies in DuPage together to update the previous plan and reflect changes due to development that had occurred since 1984. Included in the planning process were municipalities, park districts, the Forest Preserve District of DuPage County, DuPage County Division of Transportation, townships, and the public / trail users. The County also has a Healthy Roads Initiative that directs the inclusion of "bicycle friendly roadway designs where practical and desirable in all major roadway expansion projects beginning preliminary engineering design in 2008 or subsequently thereafter." In 2017, the County created a web-based mapping application, DuPage Trails App (https://www.dupageco.org/trailmap/) that provides users with critical information about the County's regional trail system. As part of the DuPage County Regional Bikeway Plan, the DuPage County Regional Commission produces a map of existing and proposed bikeways in DuPage County. Bikeways include local and regional multi-purpose off-road trails and paths. An update to the County Bikeway map was created in 2018, as shown below.

Northeastern Illinois Regional Greenways and Trails Plan

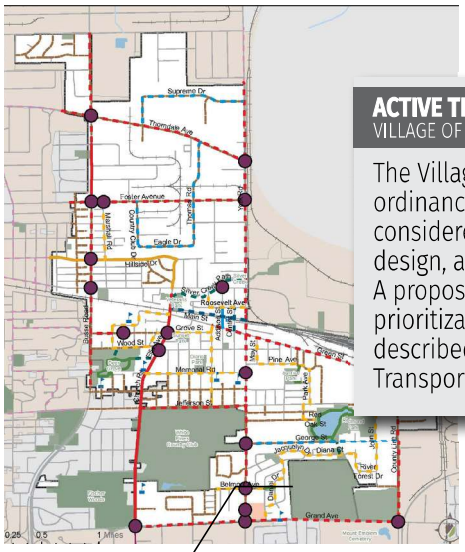
The officially adopted Northeastern Illinois Greenways and Trails Plan (RGTP) is a long-range, multi-jurisdictional plan which envisions a network of continuous greenway and trail corridors, linked across jurisdictions, providing recreational and transportation opportunities. CMAP coordinates planning for trails and greenways and uses the RGTP to guide funding decisions for the Transportation Alternatives (TAP) program. For DuPage County, the highest priorities include the regional trails in the County's 2008 adopted regional bikeway plan. Those trails with connections to communities along the IL 83 corridor include: Illinois Prairie Path, Great Western Trail, Salt Creek Greenway Trail. O'Hare Connector, Addison Connection, and Elmhurst-Northlake Connector.



COMMUNITY ACTIVE TRANSPORTATION PLANS

COMPREHENSIVE PLAN
CITY OF WOOD DALE

The recently completed Wood Dale Comprehensive Plan provides guidelines for complete streets, access management, parking, traffic calming, pedestrians and bicycles, and public safety enhancements.



ACTIVE TRANSPORTATION PLAN
VILLAGE OF BENSENVILLE

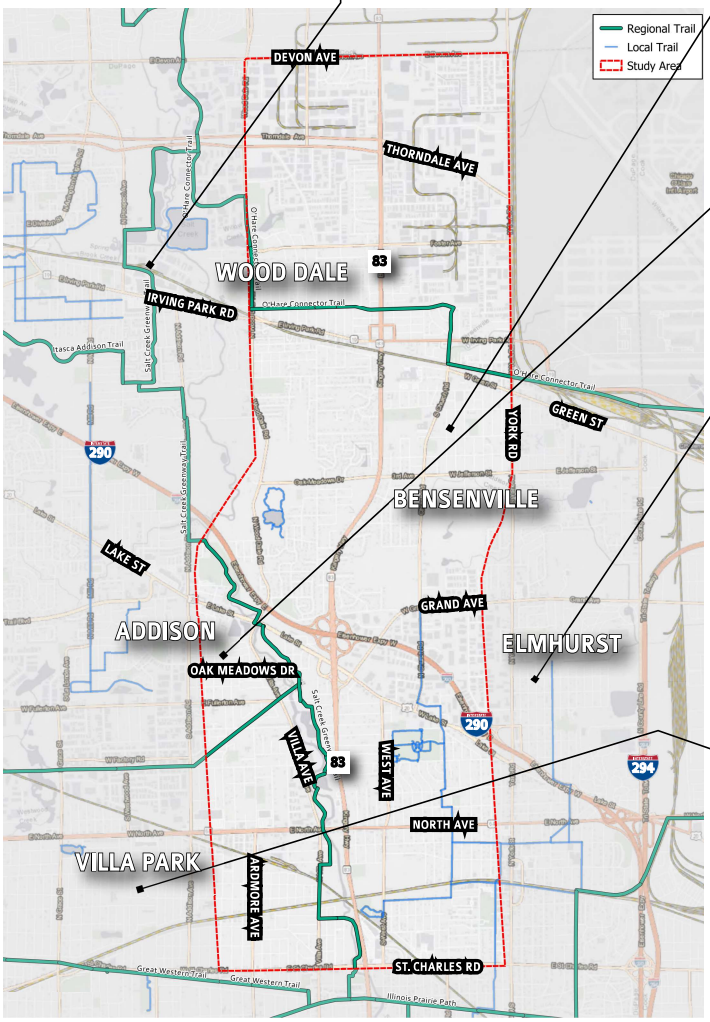
The Village has a complete streets ordinance that requires all modes be considered for all future planning, design, and maintenance projects. A proposed bikeway network and prioritization for implementation are described in the Bensenville Active Transportation Plan.

ADDISON TRAIL PLAN
VILLAGE OF ADDISON

The Village of Addison's Trail Plan is included in the 2013 Comprehensive Plan and states that the Village should continue working with other jurisdictions to implement the Salt Creek Greenway Trail and East Branch DuPage River Greenway Trail.

ELMHURST COMPREHENSIVE PLAN AMENDMENT
CITY OF ELMHURST

Adopted in 2013 as an amendment to the Village's Comprehensive Plan, in order to guide future growth and development of bicycle facilities.



VILLA PARK BIKE & PEDESTRIAN MASTER PLAN
VILLAGE OF VILLA PARK

The Villa Park Bike & Pedestrian Master Plan provides Villa Park a long-range, holistic set of recommendations to improve its trails, sidewalks, streets, and intersections with pedestrian and bicycle safety, comfort, and access to destinations in mind. While its focus is on tangible infrastructure improvements, the plan also recommends programs and policy initiatives that can be implemented by community agencies, organizations, and residents to advance the already strong active transportation culture in Villa Park.

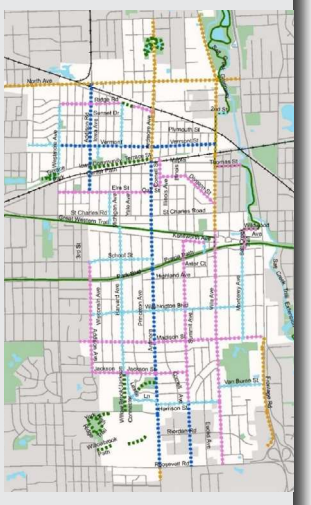


FIGURE 4.8
BIKEWAYS MAP

Ped/Bike Summary – Impact on Route 83

The Salt Creek Trail provides a critical north-south bike/ped spine throughout the corridor along with connections to other county/regional facilities such as the Salt Creek Greenway (through DuPage and Cook Counties), Great Western Trail, Prairie Path, and the Elgin-O'Hare Bike/Ped Path. Further, most adjacent communities have, or are developing active transportation plans and bike/ped infrastructure improvements, a key component in the overall bike/ped network for the study area.

To create a more connected and dependable bike/ped network, locations for critical east-west connections should be considered at potential locations:

- Foster Ave.
- Irving Park Road
- Green Street
- Oak Meadows Dr.
- Grand Ave.
- North Ave.
- St. Charles Road

Safety concerns affecting the Salt Creek include flooding and locations where the trail crosses east-west roadways at grade. Flooding occurs where arterial roadways travel overhead, closing the trail at times. As roadway improvements are considered in the corridor, improvements to the bike/ped network should also be considered such as grade separated crossings over Route 83, at-grade intersection improvements, and connections to adjacent land uses and transit services.

FUNCTIONAL CLASSIFICATION

The roadways within the study area are classified according to the character of service they are intended to provide. This functional classification process recognizes a hierarchy of roadways and the fact that they do not function independently, but as a system-wide supportive network. The hierarchy classifications, as defined by the Illinois Department of Transportation (IDOT), found within the area are illustrated in the exhibit below in Figure 4.9.

EXPRESSWAYS/TOLLWAYS
- IL-390 - Elgin-O'Hare
- I-290 Extension

PRINCIPAL ARTERIALS
- Route 83
- Thorndale Ave
- North Ave

MINOR ARTERIALS
- Devon Rd
- Wood Dale Rd
- York Rd
- Irving Park Rd
- Lake St
- St. Charles Rd

Minor arterials are designed to "feed" traffic to the principal arterials. This then helps to provide enhanced access to the broader arterial and interstate network. Maintaining each level within the network is important, as inefficiencies tend to "spill-over".

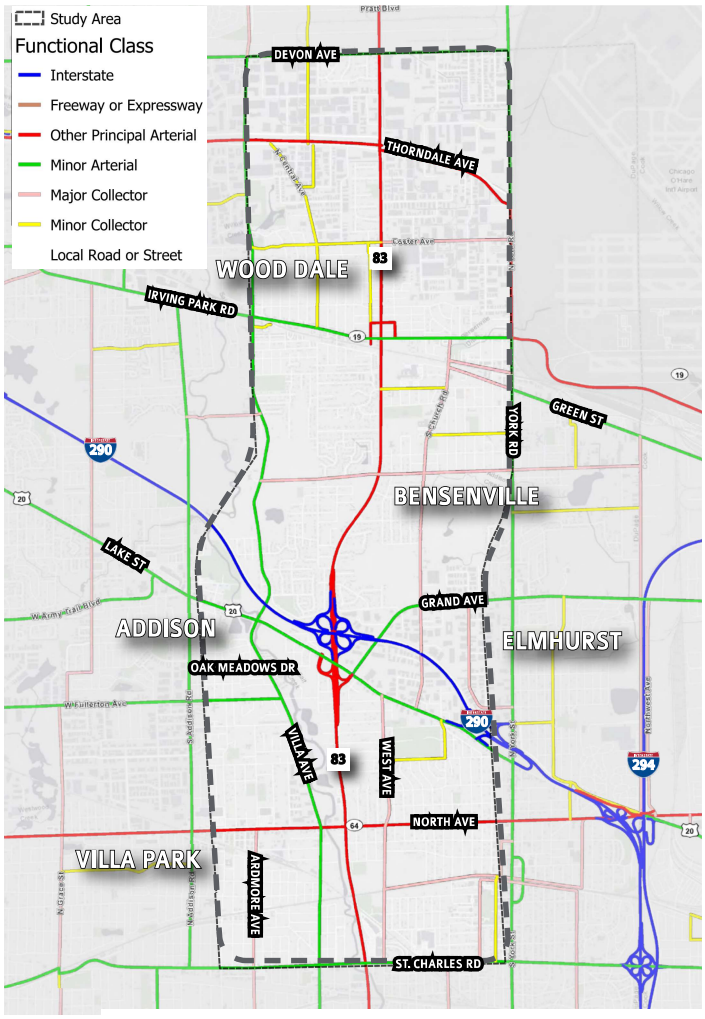


FIGURE 4.9
FUNCTIONAL CLASSIFICATION EXHIBIT

TRAFFIC VOLUME

In order to foster a complete streets approach and increase multi-modal functionality along Route 83, traffic volume, truck routes, and roadway jurisdiction are a few of the factors of roadway operations that must be analyzed. To date, public outreach and stakeholder interviews have identified Route 83 as a significant bicycle and pedestrian barrier. Looking at traffic volumes will help in confirming where to best provide the previously mentioned bicycle and pedestrians accommodations. Traffic volume measurements are taken in several ways, one standard being Average Daily Traffic (ADT). The ADT throughout the study area varies based on roadway type, as well as function. Along Route 83, traffic just north of Devon Avenue is roughly 32,100 vehicles per day (vpd) and as you move south the ADT steadily increases to end up at 62,400 vpd south of St. Charles Road. This sizable number of cars will certainly have an impact on motorists' progression along the corridor and bicyclists' or pedestrians trying to cross the corridor. It is important to note that the ADT data gathered is affected by the roadway network changes mainly north of I-290, such as the Elgin-O'Hare Expressway construction. These volumes are subject to change throughout the duration of the study. Another important consideration in traffic volumes is truck traffic, which is outlined in the section to the right.

The appendix provides a map displaying the ADT's of the roadways within the study area, which are subject to change over time due to network modifications.

TRUCK ROUTES

The study area has well-defined truck routes that direct heavy vehicles along roads outside of most downtowns and the many residential neighborhoods within each community. As summarized on the right, Illinois has three classes of routes, and truck drivers should be aware of how speed and weight limits may vary on these roads.

The exhibit in Figure 4.10 below illustrates designated truck routes. Due to the amount of truck traffic on Route 83, this topic should be a focus point in the planning process moving forward. The impact these vehicles have on not only the safety and design of the roadways, but also the economies of each community and quality of life of their residents should be discussion points for this plan. The following routes within the study area also experience truck traffic:

- Thorndale Ave (IL 390): 3,000 (expect this volume to increase with the completion of the corridor construction east of Route 83 as regional accessibility is enhanced)
- Irving Park Rd (IL 19): 1,350 west of Route 83 / 1,750 east of Route 83 (this route is not designated as a truck route, however, due to nearby construction, it is the only major east-west route north of I-290; expect these volumes to decrease with the completion of construction)
- Lake Street (US 20): 3,875 west of Route 83, 2,500 east of Route 83
- North Avenue (IL 64): 3,400 west of Route 83, 1,775 east of Route 83
- St. Charles Road: No truck data available (it is of note that St. Charles Road is designated as a local preferred route likely due to the amount of businesses located of the west side of Route 83 in Villa Park)

CLASS 1 ROUTE

This is an interstate type of route, and it is approved for load widths of 8'6 or less.

- I-290 (Eisenhower Expy)

CLASS 2 ROUTE

This is a major roadway, and it is approved for load widths of 8'6 or less. Trucks may be longer on Class 2 routes, but they may not have a base greater than 55 feet.

- Route 83
- Thorndale Ave (IL 390)
- Lake St (US 20)
- North Ave (IL 64)
- Central Ave near Wood Dale industrial park
- Church Road near Elmhurst industrial park

CLASS 3 ROUTE

This is a local road, and the maximum allowable load width is 8'0. Also, the wheel base may not be greater than 55 feet.

- No roadways within study area

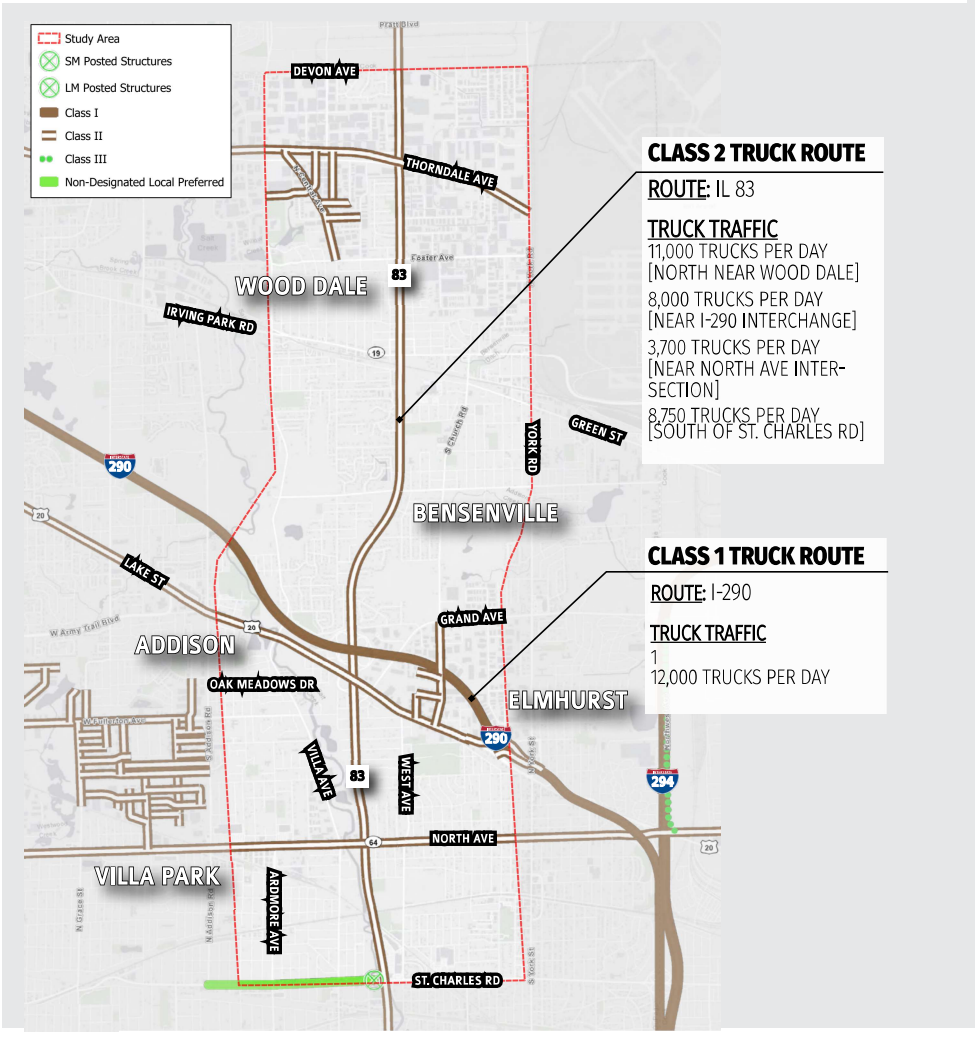


FIGURE 4.10
DESIGNATED TRUCK ROUTES EXHIBIT

ROADWAY JURISDICTIONS

Roadway jurisdiction is an important factor with regard to roadway function and maintenance. Figure 4.11 summarizes all major roadways within the study area and their respective jurisdictions. With some major roadways shifting jurisdictions, the ability to make pedestrian and bicycle improvements, control access, or unify roadway character is more of a challenge and may require major coordination between multiple agencies. All agencies involved, whether it be state, county, or local should be involved in the planning process moving forward. Inclusive decision-making will help to ensure that plan recommendations reflect the needs of each participating stakeholder.

ROADWAY	JURISDICTION(S)
Route 83	IDOT
York Road	DuPage County north of IL 19 (Irving Park Road), Bensenville south of IL 19 to Grand Avenue, Elmhurst south of Grand Avenue
York Street	Elmhurst, south of Grand Avenue
Tonne Road/Wood Dale Road/Villa Avenue	DuPage County north of IL 64, Villa Park south of IL 64
Devon Avenue	Cook County
IL-390	Illinois Tollway Authority
Thorndale Avenue	DuPage County
Irving Park Road (IL 19)	IDOT
I-290	IDOT
Lake Street (US 20)	IDOT

FIGURE 4.11
ROADWAY JURISDICTIONS

VEHICULAR CHARACTERISTICS AND CONNECTIVITY

Another key consideration regarding roadway operations and the ability to increase multi-modal functionality is vehicular congestion and its relationship to both vehicle Level of Service (LOS) and transit/bicycle/pedestrian accommodations. Average delay and speed, as well as other factors, are key components used in determining the LOS for an intersection. In general, LOS A is considered the best rating, whereas LOS F is considered the worst. The various stages of LOS, as defined by the Highway Capacity Manual (HCM), are summarized in the appendix. DuDOT has provided the most current LOS for each intersection in both the northbound and southbound direction along the corridor, which can be seen in Figure 4.12. It should be noted that the DuDOT analysis incorporates extra intersections about three miles south of the study area boundaries to 22nd Street, while also excluding some intersections. IL 19 (Irving Park Road) and US 20 (Lake Street) are not shown as they are not at-grade intersections.

Typically, an intersection is designated as congested if level of service falls below LOS D. However, in more urbanized areas, some of the roadways may operate at lower levels of services, and in particular, individual turning movements. Figure 4.12 shows that the LOS along Route 83 generally gets worse toward the south near IL 64 (North Avenue). Furthermore, southbound movement along the corridor is more congested than northbound movement. Keep in mind that the data utilized here provide these ratings was collected as IL 390 network modifications being made, which means this is subject to change over the study lifetime.

The chart in Figure 4.13 displays the existing ADT's within the study area. When compared with the LOS ratings, a relationship can be seen, as more vehicles travel the road, congestion increases. It is the team's understanding that DuDOT is in the process of developing the most current ADT volumes along Route 83, as well as projections going out to the year 2040. This data will be incorporated into the study when available. Moving forward, coordination between all agencies to keep regularly updated traffic count information along the corridor would prove beneficial. This type of data and analysis should be one of the factors considered when making decisions on how to increase multi-modal connectivity along the corridor.

Intersection LOS Summary
IL 83 Corridor Study - DuPage County

Direction: Southbound

		Average LOS
16	Devon Ave	
15	Mark St	C
14	North Thorndale Ave	D
13	South Thorndale Ave	A
12	Foster Ave	C
11	Hillside Dr	A
10	Sherwood Dr/Grove Ave	B
9	Oak Meadows Dr/Third Ave	C
8	IL 64/North Ave	E
7	DuPage Materials Entr	F
6	Elmhurst Crossing SC	F
5	St. Charles Rd	E
4	Riverside Dr	D
3	16th St	C
2	Hodges Rd	F
1	22nd St	F
	SUMMARY	E

Direction: Northbound

		Average LOS
1	22nd St	
2	Hodges Rd	E
3	16th St	F
4	Riverside Dr	C
5	St. Charles Rd	E
6	Elmhurst Crossing SC	A
7	DuPage Materials Entr	B
8	IL 64/North Avenue	F
9	Oak Meadows Dr/Third Ave	A
10	Sherwood Dr/Grove Ave	B
11	Hillside Dr	A
12	Foster Ave	C
13	South Thorndale Ave	B
14	North Thorndale Ave	D
15	Mark St	C
16	Devon Ave	B
	SUMMARY	C

Source: DuDOT

FIGURE 4.12
INTERSECTION LOS SUMMARY

IL 83 Corridor Study - DuPage County

Road & Location	Existing Average Daily Traffic (ADT) All Vehicles
IL 83	
a) North of Devon Avenue	32,100
b) South of Devon Avenue	38,100
c) North of Irving Park Road	45,100
d) South of Irving Park Road	50,800
e) North of I-290	52,100
f) South of Lake Street (US 20)	54,200
g) South of North Avenue (IL 64)	65,900
h) South of St. Charles Road	62,400

Source: IDOT Existing ADT
Note: Volumes not officially recognized by DuDOT and subject to change over time

FIGURE 4.13
TRAFFIC COUNT SUMMARY

TRAFFIC CONTROL/INTERSECTION DESIGN & SIGNALIZATION

Traffic Control is determined, among other things, by volumes and intersecting roadways; pedestrian accommodations and crash data are also considered. Traffic control devices are an important component of public safety and efficient traffic movement. Traffic control is maintained by the agency with jurisdiction over the roadway. This also requires coordination and cooperation among agencies. Traffic signals are strategically placed along primary travel corridors to help promote traffic flow and public safety. Traffic signals range from state-of-the-art equipment including Emergency Vehicle Preemption (EVP), pedestrian countdown timers, and battery back-up to much older, pre-timed equipment with little or no pedestrian accommodations.

To facilitate progression and enhance the efficiency of the corridor it is important to know the location of all traffic signals and equipment. The following is a list of the 12 signalized intersections along the Route 83 corridor study area starting in the north with:

1. Devon Avenue,
2. Mark Street,
3. North Thorndale Avenue (IL 390)
4. South Thorndale Avenue (IL 390)
5. Foster Avenue
6. Hillside Drive
7. Sherwood Drive/Grove Avenue
8. Oak Meadows Drive/Third Avenue
9. North Avenue (IL 64)
10. DuPage Materials Entrance
11. Elmhurst Crossing Shopping Center
12. St. Charles Road

Along with Route 83, most of the east-west intersecting streets also provide traffic signals in the study area. Most of the traffic signals are located along either Tonne Road/Wood Dale Road/Villa Avenue and York Road, the other two major north-south roadways in the study area. Additionally, traffic signal locations are shown on the Traffic Signal and Crosswalk Locations Exhibit in the Appendix.

Signalization and separated left-turn lanes facilitate traffic onto and off of the corridor. However, there are many accesses to and from business or neighborhoods/homes situated along the corridor, which coupled with higher traffic volumes, cause motorists trying to enter Route 83 from a smaller side street to potentially cause congestion and collisions. Due to Route 83 being a major Strategic Regional Arterial (SRA) route, which requires more stringent requirements on access (500' min) and signal spacing (0.25 mi min), access management processes should be looked at throughout the corridor. Consolidating access to neighborhoods may improve traffic flow while also increasing safety for both motorists' and pedestrians as turning movements will happen in fewer areas along the corridor. As the planning process continues, potential areas for access consolidation will be identified.

Safety is a key transportation component that should be addressed within the corridor study for all modes of travel. The IDOT Crash Data (2014-2016) map depicted in the Appendix illustrates the crash location and density along the corridor. The major intersections along Route 83 that experience the most crashes are Devon Avenue, Thorndale Avenue (I-390), Foster Avenue, Hillside Drive, Grove Avenue, Third Avenue/Oak Meadows Drive, North Avenue, and St. Charles Road. In general, this is reflective of the higher amount of traffic turning onto and off of the corridor at these locations. However, there are also a lot of intermittent locations along the corridor that experiences some crashes, along with two fatalities. The IDOT Crash Data (2014-2016) map also separates out the crashes involving pedestrians and cyclists. Mark Street, Foster Avenue, Irving Park Road, Grove Avenue, Wood Street, and North Avenue all experienced a pedestrian or cyclist crash. This is an indicator that current conditions are unsafe for these modes of travel and enhancements to safety must be examined moving forward.

STORMWATER MANAGEMENT

Each corridor municipality regulates stormwater. It is of note that some of the unincorporated areas within the broader study area are currently being provided stormwater and sewer service by municipalities, while others are not. Flooding and stormwater management are key factors in assessing development and redevelopment in the study area. Therefore, understanding its impact on the corridor is essential.

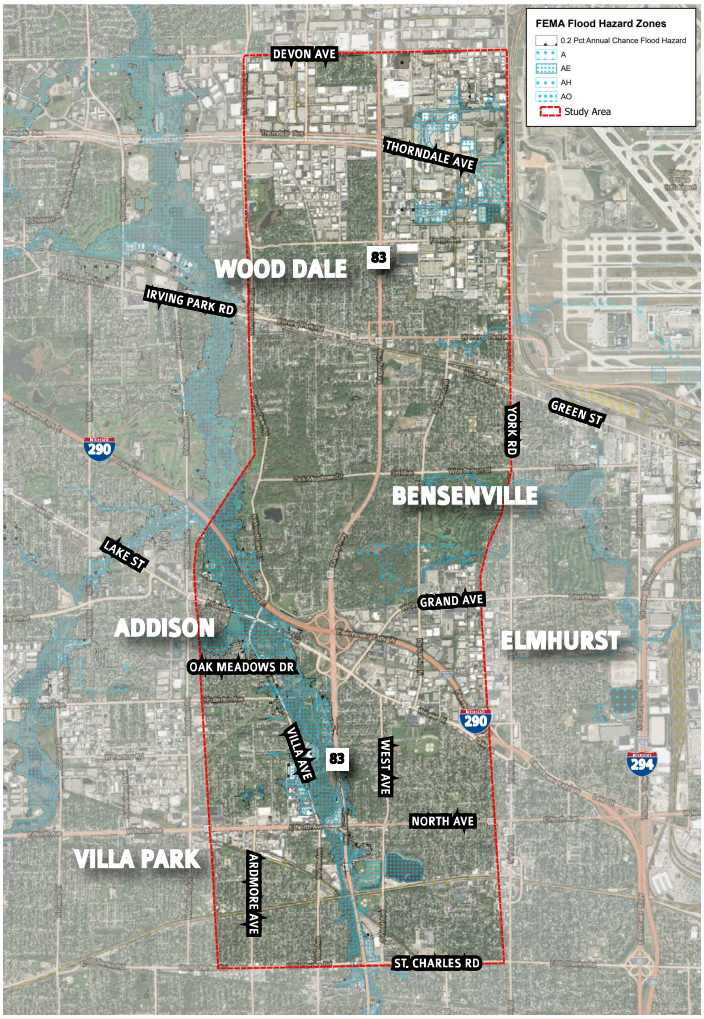


FIGURE 4.14
FEMA FLOOD HAZARD MAP

While dealing with stormwater and sewer service management, it is important to know the areas most prone to flooding. The FEMA Flood Hazard Map depicts the flood zones that are found within the study area. They tend to be focused along the Salt Creek, which runs through Addison and Villa Park near the southwestern border of the study area. There are also small pockets closer toward the eastern edge in both Bensenville and Elmhurst.

DuPage County adopted a Countywide Stormwater and Flood Plain Ordinance in 1991, which is enforced by the municipalities and the County. The ordinance regulates floodplain management and governs the location, width, course, and release rate of all stormwater runoff channels, streams and basins within the County. In addition to managing and mitigating the effects of development on stormwater runoff, the ordinance incorporates the IDNR-OWR floodway permitting requirements (615 ILCS5/18g) and complies with the rules and regulations of the National Flood Insurance Program codified in Title 44 of the Code of Federal Regulations. The floodplain regulations help to reduce or eliminate flood losses and conserve and protect the natural and beneficial functions of each community's water resources. Annexing and providing the current unincorporated areas with stormwater and sewer "hook-ups" will benefit both parties involved. The residents will receive more efficient services due to standards of implementation and service required by each of the municipality's regulations.

Flooding not only occurs within the FEMA mapped floodplain along the Salt Creek, but can also occur within the residential neighborhoods and streets of each community. The creation of impervious surfaces throughout the Chicagoland region predates most modern stormwater management and infrastructure standards. The stormwater runoff from these areas can overwhelm local drainage systems and lead to urban flooding, such as ponding water in streets and yards, basement seepage, and sewer backups. In June 2015, the Illinois Department of Natural Resources (IDNR) published the report for the Urban Flooding Awareness Act. This comprehensive document seeks to increase awareness and provide avenues to addressing and mitigating urban flooding that otherwise is not always designated on FEMA floodplain maps. CMAP's GO TO 2050 plan includes a Regional Urban Flood Susceptibility Index map to help prioritize areas for planning and mitigation investment. The Route 83 corridor has areas of high susceptibility identified for both urban and riverine flooding. It is important to involve the FEMA floodplain maps, the Urban Flooding Awareness Act Report, and the Regional Urban Flood Susceptibility Index in the infrastructure planning of potential annexation areas. Each community taking the steps toward upgrading stormwater management systems and providing its residents with the greatest mitigation to flooding will prove beneficial.

SECTION 5

SUB-PLANNING AREA ASSESSMENTS

In order to assess the Route 83 Corridor in a manageable and organized manner, the Study Area is further evaluated into eight sub-planning areas, as illustrated in Figure 5.1. Each sub-planning area is comprised of a cluster of unincorporated parcels along the corridor, as well as adjacent incorporated parcels that help define the general context of the area.

Each sub-planning area emphasizes the diverse conditions, issues, and opportunities that characterize various sections of the Study Area. For example, Area 1 is defined by a distinct campus of public/institutional uses next to a burgeoning employment center with industrial and office uses. On the other hand, Area 6 is a primarily residential area adjacent to the Wood Dale Grove Forest Preserve.

Utilizing existing data from the County, the corridor communities, transportation agencies, and other relevant organizations, the planning approach for the Route 83 Corridor will be built upon a solid baseline of information from which to develop strategies that guide land use decisions, multimodal mobility, development, and growth management. The sub-planning area assessments in this section evaluate the local character, land use, zoning, transportation, and environmental attributes that define each area.

In addition, the approach integrates feedback from stakeholders to ensure the plan is reflective of those who use the Route 83 Corridor.

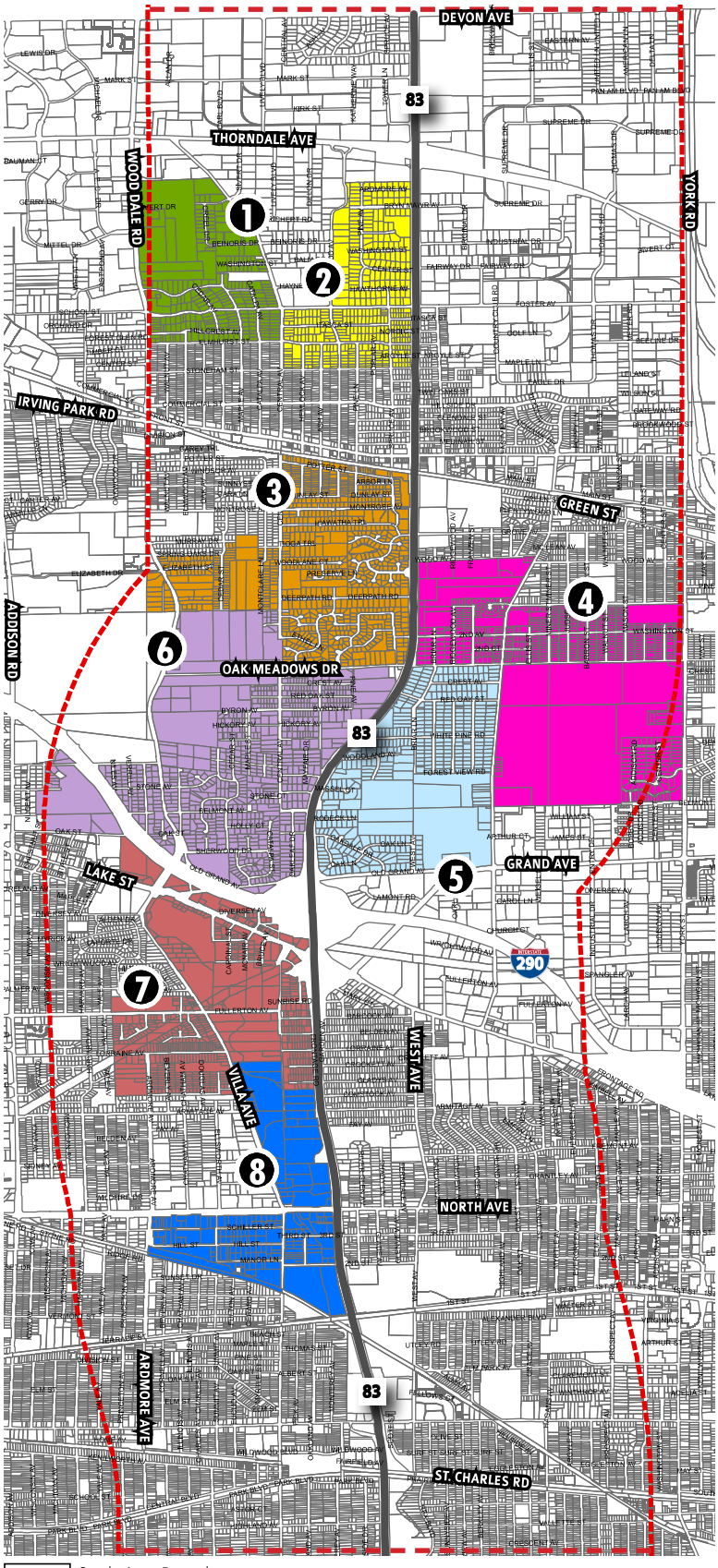


FIGURE 5.1
SUB-PLANNING AREAS

SUB-PLANNING AREA 1

LOCATION

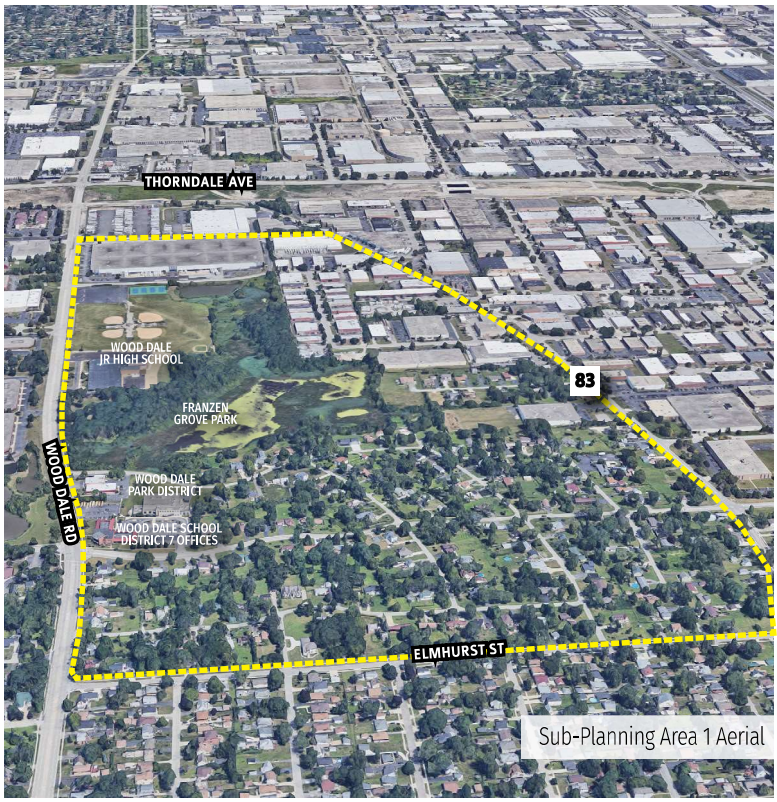
Sub-Planning Area 1 is located in the northern part of the Route 83 Corridor study area. Situated along the western side of Route 83, Area 1 is generally bounded by Thorndale Avenue on the north, Central Avenue on the east, Elmhurst Street on the south, and Wood Dale Road on the west. Roughly half of Area 1's is unincorporated parcels. Area 1 is completely located within the City of Wood Dale, with the unincorporated parcels carving out a presence within the City's incorporated area.

AREA CHARACTER

The unincorporated portion within sub planning area 1 is surrounded by the City of Wood Dale. The area largely consists of well-maintained single-family housing, with very few undeveloped lots. The tree lined streets create a neighborhood environment, but the lack of sidewalks on the local roads may limit safe pedestrian access to nearby Wood Dale Junior High School and the surrounding attractions like Central Park and Franzen Grove Park.

JURISDICTIONS

Water: DuPage Water Commission
Grade School Districts: Wood Dale District 7
High School Districts: Fenton District 100
Community College Districts: College of DuPage District 502
Park Districts: Wood Dale
Fire Protection Districts: Wood Dale
Special Police Districts: Wood Dale Police Department; DuPage County Sheriff's Office for unincorporated parcels
Library Districts: Wood Dale
Special Service Districts: None
Airport: DuPage Airport Authority
Political Jurisdictions: County Board District 1; Congressional District 8; Illinois Representative District 45; Illinois Senate District 23



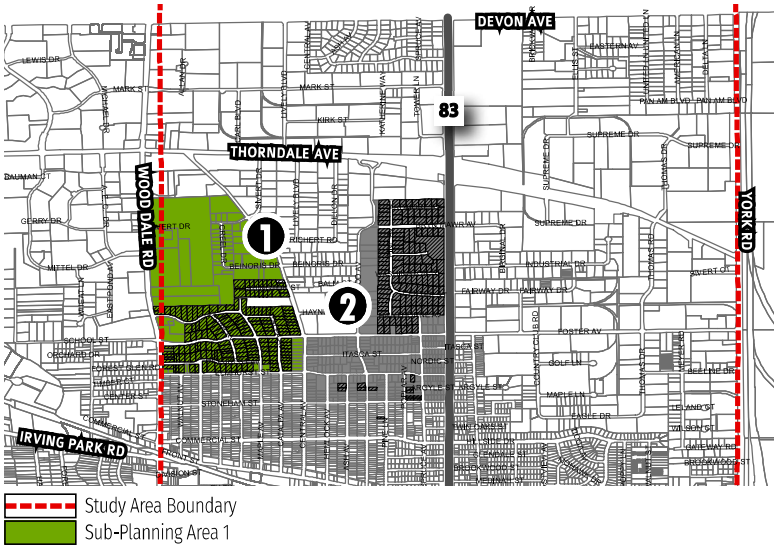


FIGURE 5.2
LOCATION MAP | SUB-PLANNING AREA 1

SUB-PLANNING AREA 1

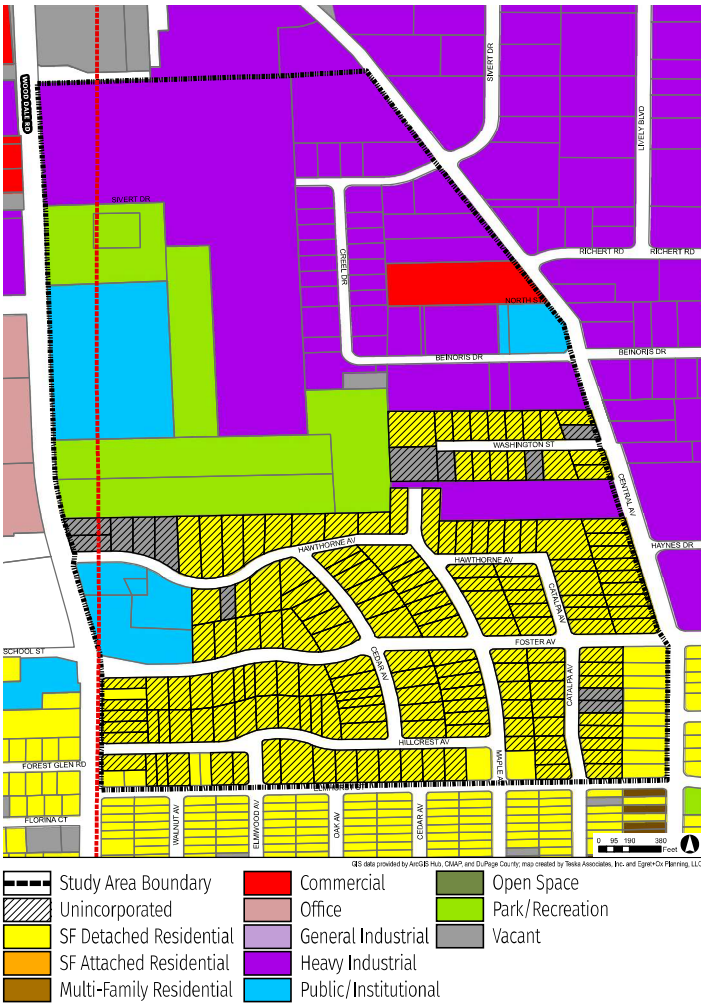


FIGURE 5.3
EXISTING LAND USE MAP | SUB-PLANNING AREA 1

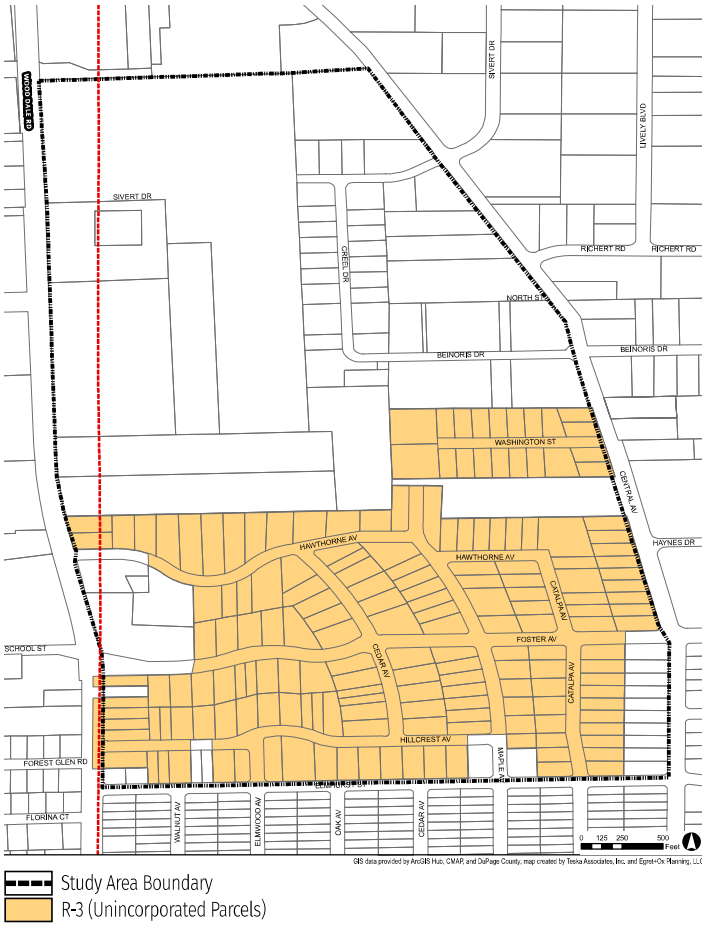


FIGURE 5.4
EXISTING COUNTY ZONING MAP | SUB-PLANNING AREA 1

Existing Land Uses

The unincorporated area in the southern half of Area 1 is mostly comprised of single family homes. The surrounding incorporated areas are generally composed of: an industrial park; a pet kennel and spa; Wood Dale Junior High School; Franzen Grove Park; and an informal campus of public/institutional uses, including Wood Dale Fire Department Station #68 (Headquarters), Wood Dale School District #7 Offices, and the Wood Dale Park District's Recreation Complex.

Zoning

As shown in the Existing County Zoning Map in Figure 5.4, all unincorporated parcels in Area 1 are zoned R-3 (Single Family Residence District), which is consistent with the single family homes that comprise the area. The only notable conflict between the existing use and underlying zoning is the pet kennel and spa covering two parcels along Catalpa Avenue. Per the DuPage County Zoning Ordinance, a pet kennel is allowed in the R-3 zone as a conditional use: "Pets - more than four (4) pets over four (4) months of age on a residential lot owned by a resident of the lot." However, if the parcels are annexed into Wood Dale, such a use may be characterized as a non-conforming under the City's zoning code, depending on the zoning district(s) to which the two parcels may be assigned upon annexation.

SUB-PLANNING AREA 1

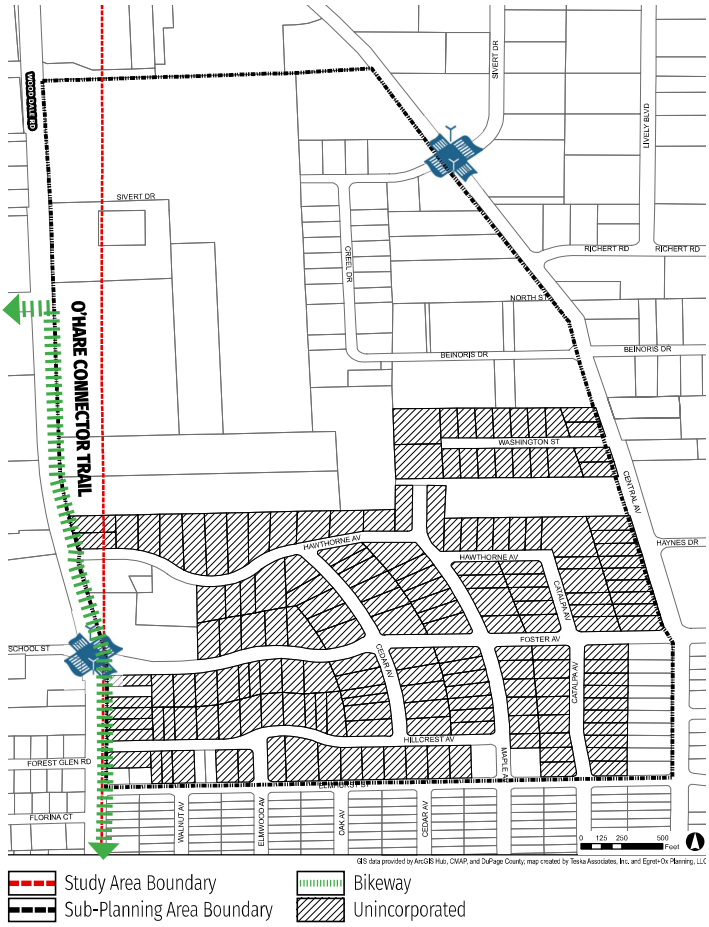


FIGURE 5.5
TRANSPORTATION NETWORK MAP | SUB-PLANNING AREA 1

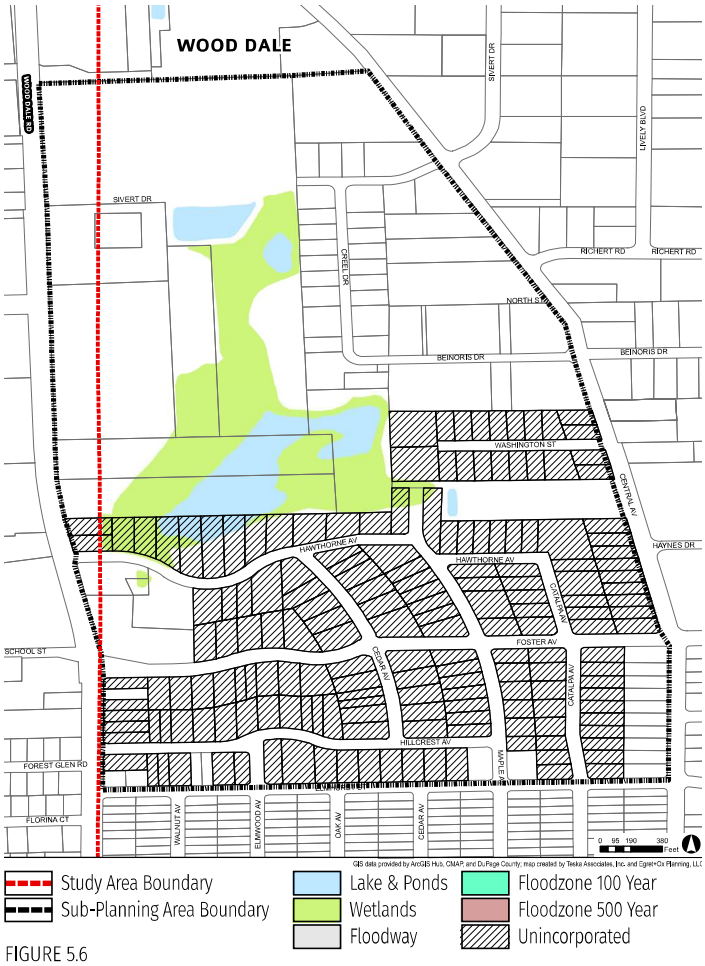


FIGURE 5.6
ENVIRONMENTAL CONDITIONS MAP | SUB-PLANNING AREA 1

Transportation Network Characteristics

BIKE/PED ROUTES: Salt Creek, IL 390, Central, Wood Dale routes, and Bensenville routes; potential to install sidewalks on local annexed rights-of-way

COMMUTER RAIL: Wood Dale Metra Station [SOUTH]

BUS: Pace Route 757 [EAST ALONG ROUTE 83]

POTENTIAL INTERSECTION IMPROVEMENT(S): Wood Dale Road/Foster Avenue/School Street intersection, including bike/ped improvements; Central Avenue/Sivert Drive intersection; check all-way stop warrant as safety enhancement

OPPORTUNITIES:

- Provide possible N-S bike connector route along Edgewood Avenue between IL 390 & Hillside Drive
- Improve access management along Central Avenue, including consolidation of drives
- Monitor traffic/truck volumes for potential improvement areas along Wood Dale Road/Central Avenue as regional access improves with IL 390 completion

Environmental Conditions

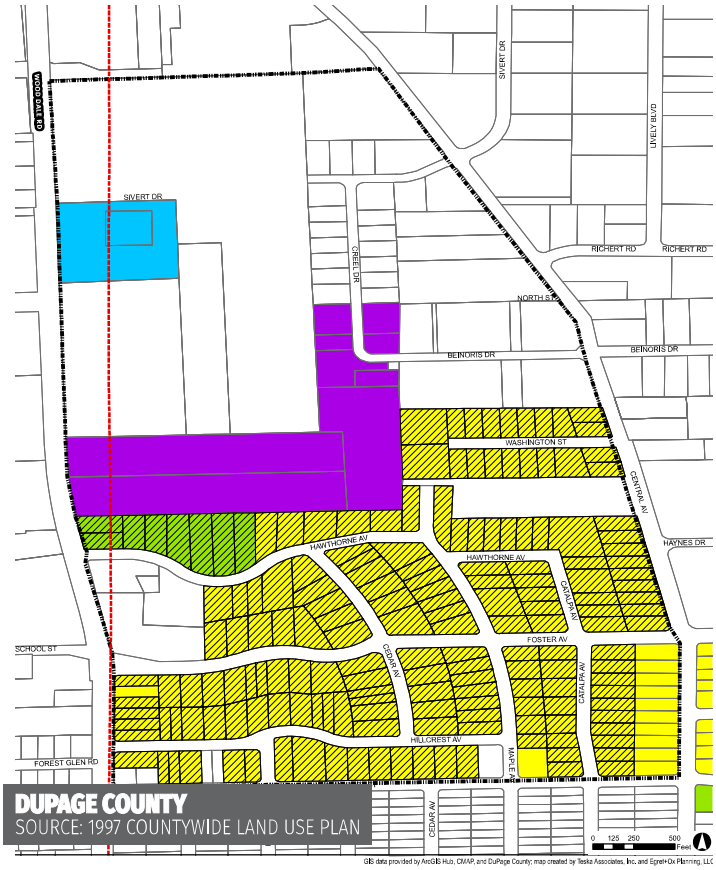
Wetlands and water bodies are the largest environmental condition in sub planning area 1. This is at Franzen Grove Park, which abuts existing single family housing. Although a majority of the unincorporated parcels are not within the park's wetland boundary, the unincorporated parcels along the north side of Hawthorne Avenue are impacted. The remaining parcels surrounding Franzen Grove Park are either already developed or designated open space and are an amenity to the area. *(It is noted that Dupage County shows the wetlands area as heavy industrial in it's Master Plan but the intent is to preserve the environmental character of the sub-planning area 1).*

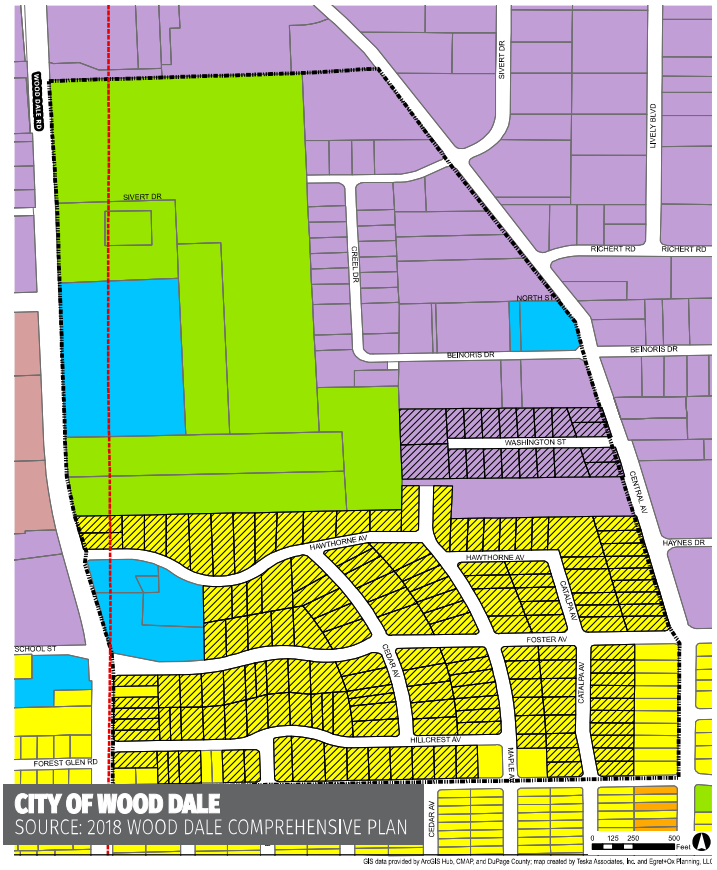
SUB-PLANNING AREA 1

Future Land Use Analysis

The maps in Figure 5.7 compare the future land uses[1] in Area 1 as designated by DuPage County and the City of Wood Dale. Future land use designations between DuPage County and Wood Dale are relatively consistent in terms of maintaining a single family residential neighborhood in the southern half of Area 1. In the northern half, the County is consistent with Wood Dale's overarching plan for expanding existing industrial uses, which is the general development pattern in this stretch of Route 83. One notable exception is the difference in land use along Washington Street: the County recommends single family residential, while Wood Dale recommends industrial. There are also instances where the County designates public/institutional uses and open spaces in different locations than Wood Dale.

1 Since DuPage County's Land Use Plan has not been updated since 1997, the County's future land use designations are over 20 years old. Some of the unincorporated parcels shown in the County's Land Use Plan have been annexed into local municipalities since the plan was adopted in 1997. As a result, certain parcels in the DuPage County map below have a land use designation even though these parcels are no longer unincorporated. Wood Dale's future land use designations is more recent deriving from their 2018 Comprehensive Plan.





Study Area Boundary
Unincorporated
SF Detached Residential
SF Attached Residential
Multi-Family Residential
Commercial
Office
General Industrial
Heavy Industrial
Public/Institutional
Open Space
Park/Recreation
Vacant

FIGURE 5.7
COMPARISON OF COUNTY & MUNICIPAL FUTURE LAND USE DESIGNATIONS | SUB-PLANNING AREA 1

SUB-PLANNING AREA 2

LOCATION

Sub-Planning Area 2 is located in the northern segment of the Route 83 Corridor study area. Situated along the western side of Route 83, Area 2 is generally bounded by Thorndale Avenue on the north, Route 83 on the east, Stoneham Street on the south, and Central Avenue and Edgewood Avenue on the west. About half of Area 2's coverage encompasses unincorporated parcels, mostly in a concentrated section north of Foster Avenue with a dozen scattered parcels to the south. Area 2 is primarily located within the City of Wood Dale, with a small portion situated in the Village of Bensenville. The unincorporated parcels lay along the outer perimeter of each municipality.

AREA CHARACTER

The unincorporated parcels within sub planning area 2 are developed with single family homes, except one vacant lot and a parcel designated as open space. Connectivity throughout the planning area is limited due to Route 83 to the east and the industrial/manufacturing uses to the west. The major east/west access is Foster Avenue, where a limited number of small commercial businesses are located.

JURISDICTIONS

Water: -
Grade School Districts: Wood Dale District 7; Wood Dale District 2
High School Districts: Fenton District 100
Community College Districts: College of DuPage District 502
Park Districts: Wood Dale; Bensenville
[NOTE: NOT ALL PROPERTIES ARE LOCATED WITHIN A PARK DISTRICT.]
Fire Protection Districts: Wood Dale; Bensenville 2
Special Police Districts: Wood Dale Police Department; Bensenville Police Department; DuPage County Sheriff's Office for unincorporated parcels
Library Districts: Wood Dale; Bensenville
Special Service Districts: None
Airport: DuPage Airport Authority
Political Jurisdictions: Congressional District 8; Representative District 77; Illinois Senate District 39

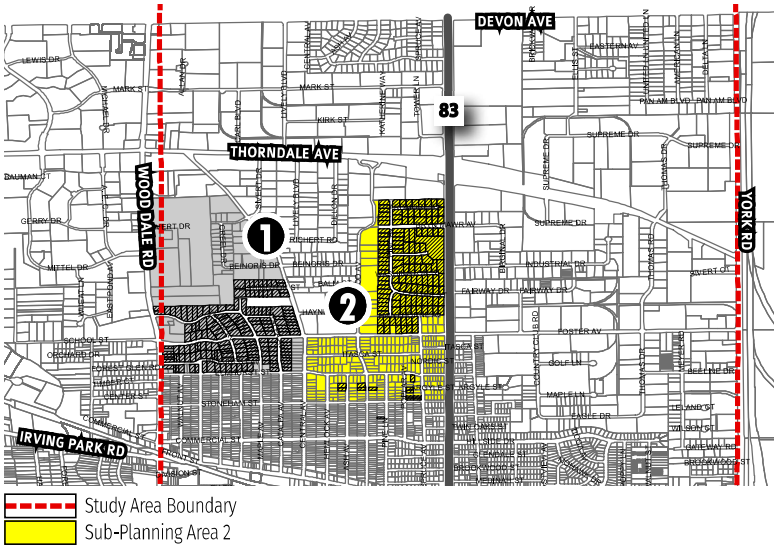


FIGURE 5.8
LOCATION MAP | SUB-PLANNING AREA 2

SUB-PLANNING AREA 2

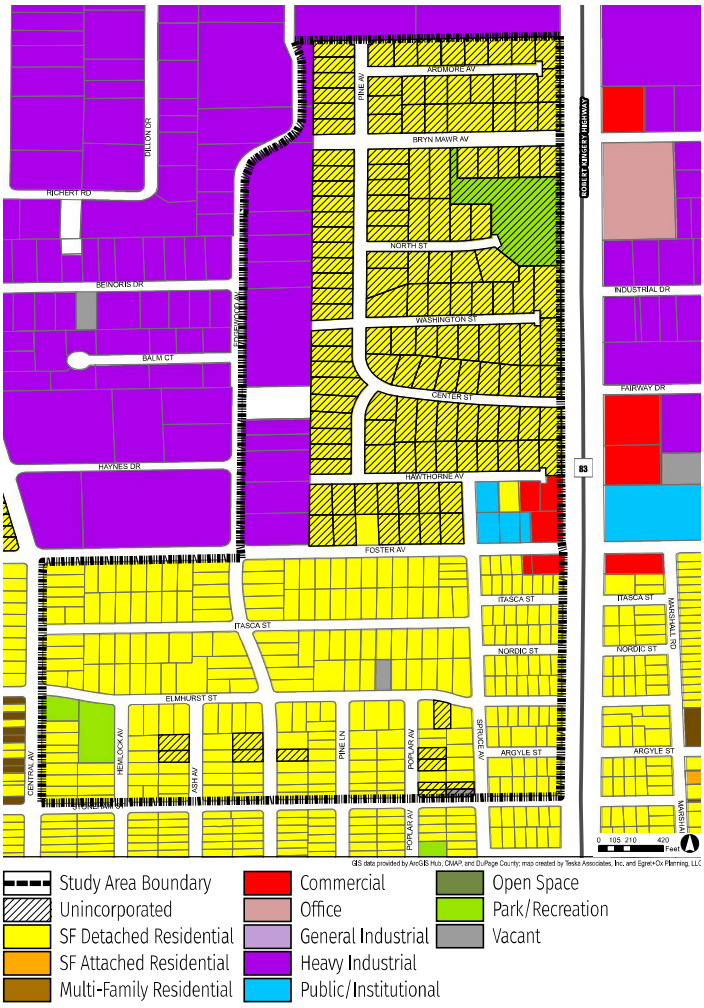


FIGURE 5.9
EXISTING LAND USE MAP | SUB-PLANNING AREA 2

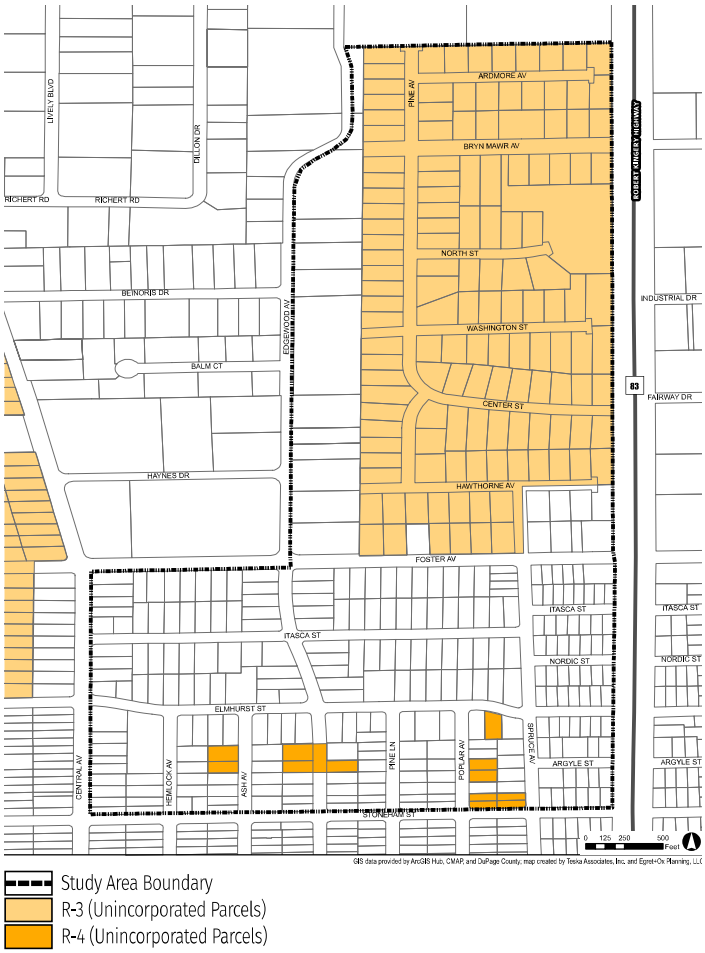


FIGURE 5.10
EXISTING COUNTY ZONING MAP | SUB-PLANNING AREA 2

Existing Land Uses

The unincorporated area in the northern portion of Area 2 is primarily comprised of single family homes. In addition, single family homes occupy the dozen scattered unincorporated parcels in Area 2's southern section. The incorporated areas are generally composed of single family homes, although the following non-residential uses are also included: an industrial park along Edgewood Avenue; a McDonald's, Shell gas station, and Subway at the Route 83/Foster Avenue intersection; and Central Park to the southwest.

Zoning

As shown in the Existing County Zoning Map in Figure 5.10, most of the unincorporated parcels in Area 2 are zoned R-3 (Single Family Residence District), with a dozen parcels zoned R-4 (Single Family Residence District). This is primarily consistent with the single family homes that comprise the area. While R-3 and R-4 are both intended for single family residences, the notable differences between the two districts are varying lot size requirements for single family detached dwellings served with private septic and public water (as opposed to public sewer and private well). There are no notable conflicts between existing uses and underlying zoning.

SUB-PLANNING AREA 2

FIGURE 5.11
TRANSPORTATION NETWORK MAP | SUB-PLANNING AREA 2

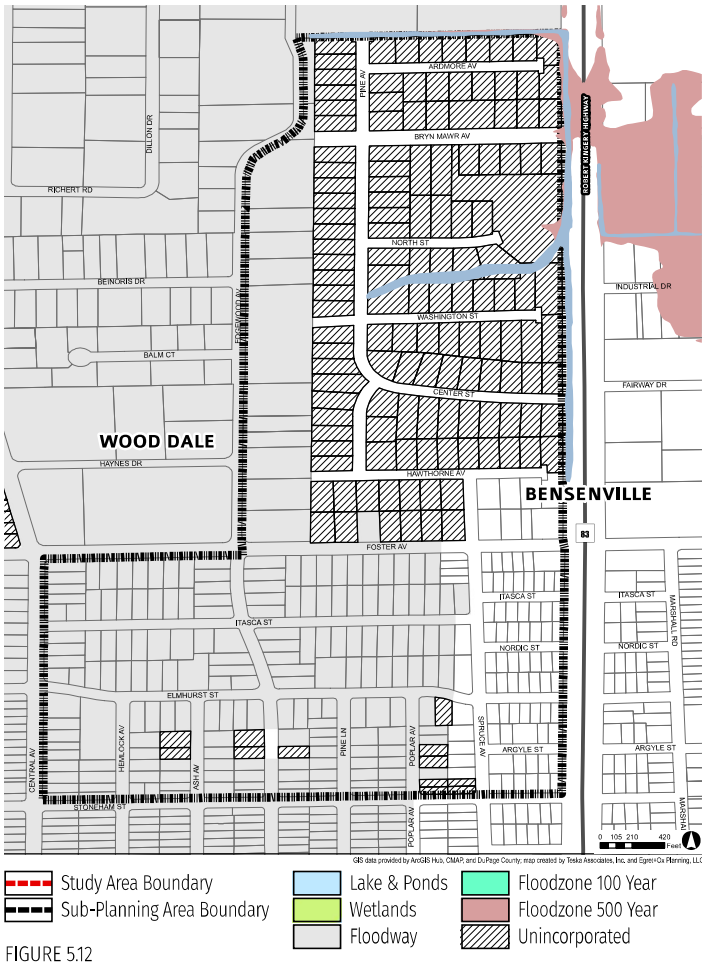


FIGURE 5.12
ENVIRONMENTAL CONDITIONS MAP | SUB-PLANNING AREA 2

Transportation Network Characteristics

BIKE/PED ROUTES: IL 390, Central and Wood Dale routes; potential to install sidewalks on local annexed rights-of-way

COMMUTER RAIL: Bensenville Metra Station [SOUTHEAST]

BUS: Pace Route 757

POTENTIAL INTERSECTION IMPROVEMENT(S): Route 83/ Foster Avenue intersection, including additional capacity at Foster Avenue approaches; Route 83/ Bryn Mawr Avenue intersection, including potential traffic signal

OPPORTUNITIES:

- Provide possible N-S bike connector route along Edgewood Avenue between IL 390 & Hillside Drive
- Improve transit waiting areas, especially in industrial area north of Foster Avenue
- Determine access west of Route 83 if area redevelops
- Reduce noise pollution from Route 83 via increased natural/unnatural barriers on abutting residential property

Environmental Conditions

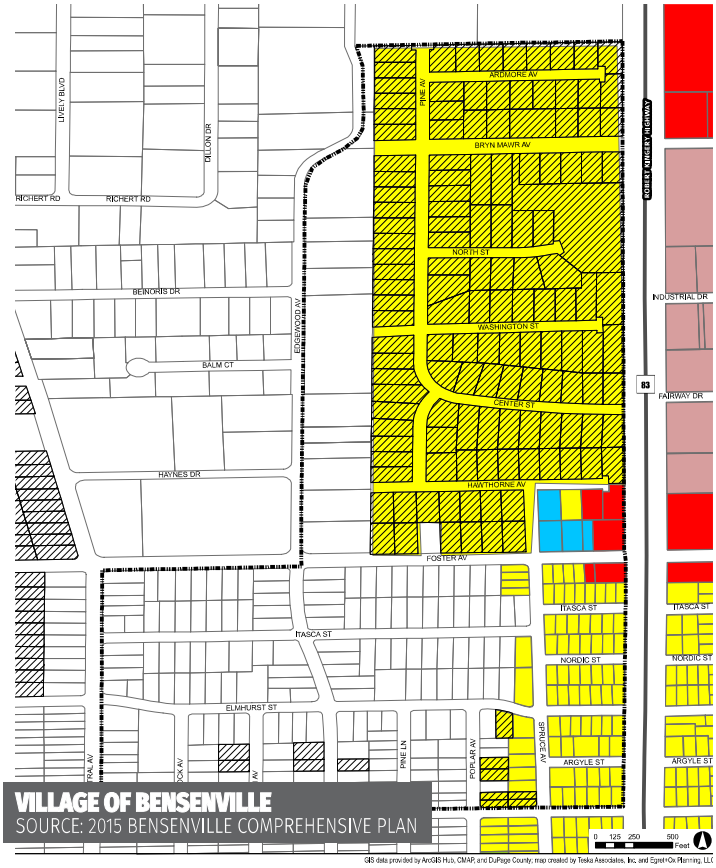
Area 2 is in the City of Wood Dale (most of the subarea) and the Village of Bensenville (along and east of Spruce Avenue). There are minimal environmental conditions on the planning area from flood-plains or wetlands. A portion of the unincorporated area, between North Street and Washington Street, has a stream running, roughly, between residential lots located on those streets.

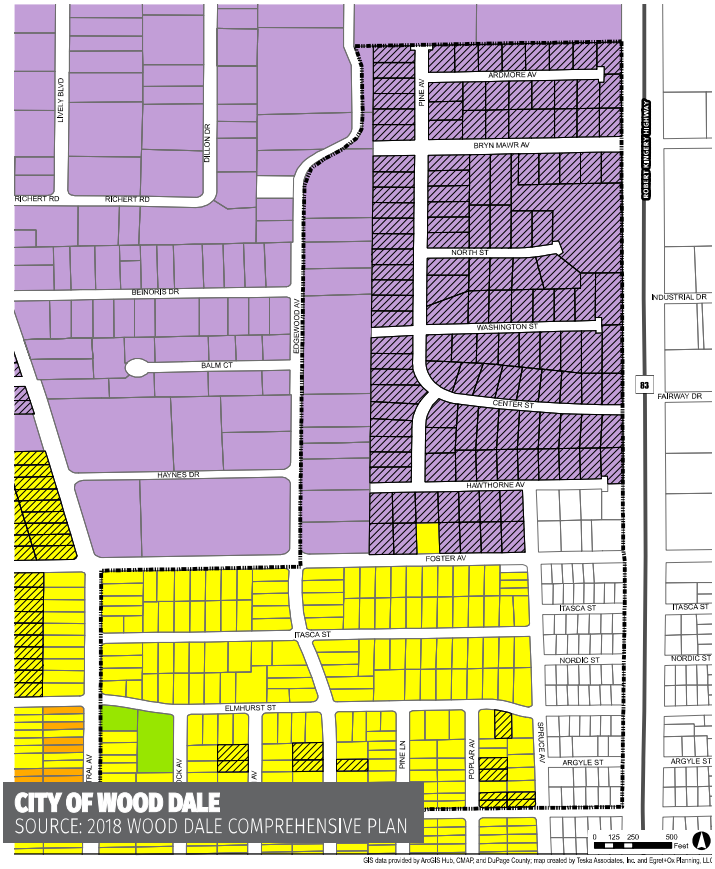
SUB-PLANNING AREA 2

Future Land Use Analysis

The maps in Figure 5.13 compare future land uses[2] in Area 2 as designated by DuPage County, the City of Wood Dale, and the Village of Bensenville. DuPage County and the two municipalities are consistent in maintaining single family residential uses south of Foster Avenue. Bensenville and the County also continue the single family residential neighborhood north of Foster Avenue. However, Wood Dale diverges by recommending industrial uses north of Foster Avenue, which is the City's overarching plan to expand existing industrial uses in this area. Industrial and employment growth is the general development pattern along this particular stretch of Route 83.

[2] Since DuPage County's Land Use Plan has not been updated since 1997, the County's future land use designations are over 20 years old. Some of the unincorporated parcels shown in the County's Land Use Plan have been annexed into local municipalities since the plan was adopted in 1997. As a result, certain parcels in the DuPage County map below have a land use designation even though these parcels are no longer unincorporated. Wood Dale and Bensenville's future land use designations are more recent deriving from their 2018 and 2015 Comprehensive Plans, respectively.





- Study Area Boundary
- Unincorporated
- SF Detached Residential
- SF Attached Residential
- Multi-Family Residential
- Commercial
- Office
- General Industrial
- Heavy Industrial
- Public/Institutional
- Open Space
- Park/Recreation
- Vacant

FIGURE 5.13
COMPARISON OF COUNTY & MUNICIPAL FUTURE LAND USE DESIGNATIONS | SUB-PLANNING AREA 2

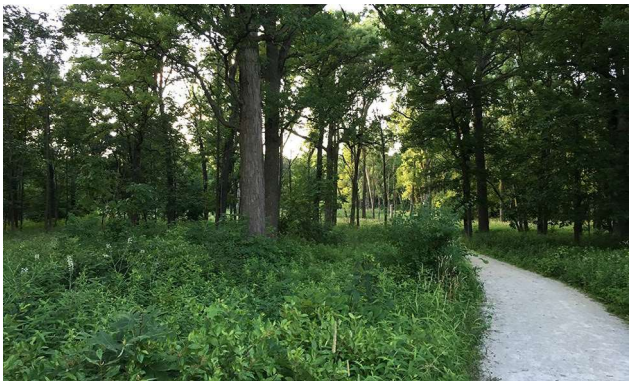
SUB-PLANNING AREA 3

LOCATION

Sub-Planning Area 3 is located in the central portion of the Route 83 Corridor study area. Situated along the western side of Route 83, Area 3 is generally bounded by the Milwaukee West Railroad on the north, Route 83 on the east, Oak Meadows Drive on the south, and Wood Dale Road on the west. The unincorporated parcels are generally scattered across Area 3, with primary concentrations west of Central Avenue and along Route 83 between Montrose Avenue and Oak Meadows Drive. Area 3 is completely located within the City of Wood Dale, with the unincorporated parcels located around the City's southeastern boundary.

AREA CHARACTER

The unincorporated parcels of this sub area consist of single family housing, vacant parcels and open space. Overall, the area has a single family character and several open spaces. Some of the unincorporated open space is connected to the Wood Dale Grove Forest Preserve, the majority of that preserve area being outside of sub planning area 3. The remaining unincorporated parcels are vacant and have the potential to be developed.



JURISDICTIONS

Water: DuPage Water Commission
Grade School Districts: Wood Dale District 7; Wood Dale District 2
High School Districts: Fenton District 100
Community College Districts: College of DuPage District 502
Park Districts: Wood Dale; Bensenville
[NOTE: NOT ALL PROPERTIES ARE LOCATED WITHIN A PARK DISTRICT.]
Fire Protection Districts: Wood Dale; Addison
Special Police Districts: Wood Dale Police Department; DuPage County Sheriff's Office for unincorporated parcels
Library Districts: Wood Dale; Bensenville
Special Service Districts: None
Airport: DuPage Airport Authority
Political Jurisdictions: County Board District 1; Congressional District 8; Illinois Representative District 45, 77; Illinois Senate District 23, 39

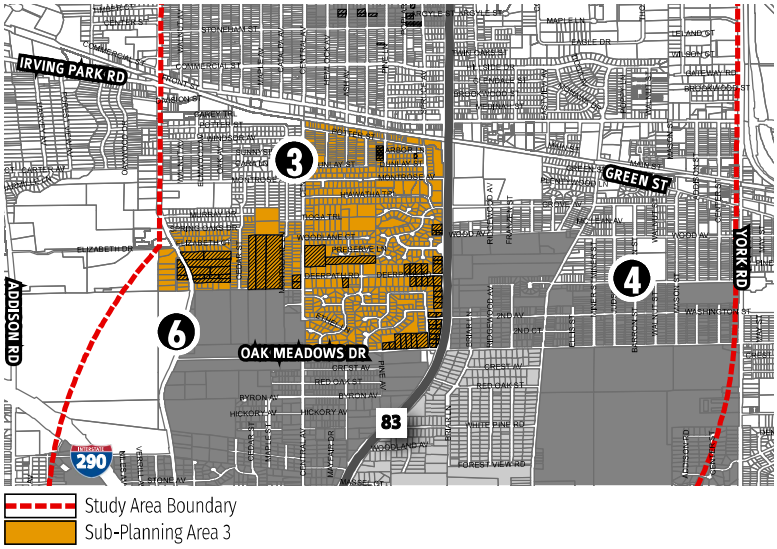


FIGURE 5.14
LOCATION MAP | SUB-PLANNING AREA 3

SUB-PLANNING AREA 3

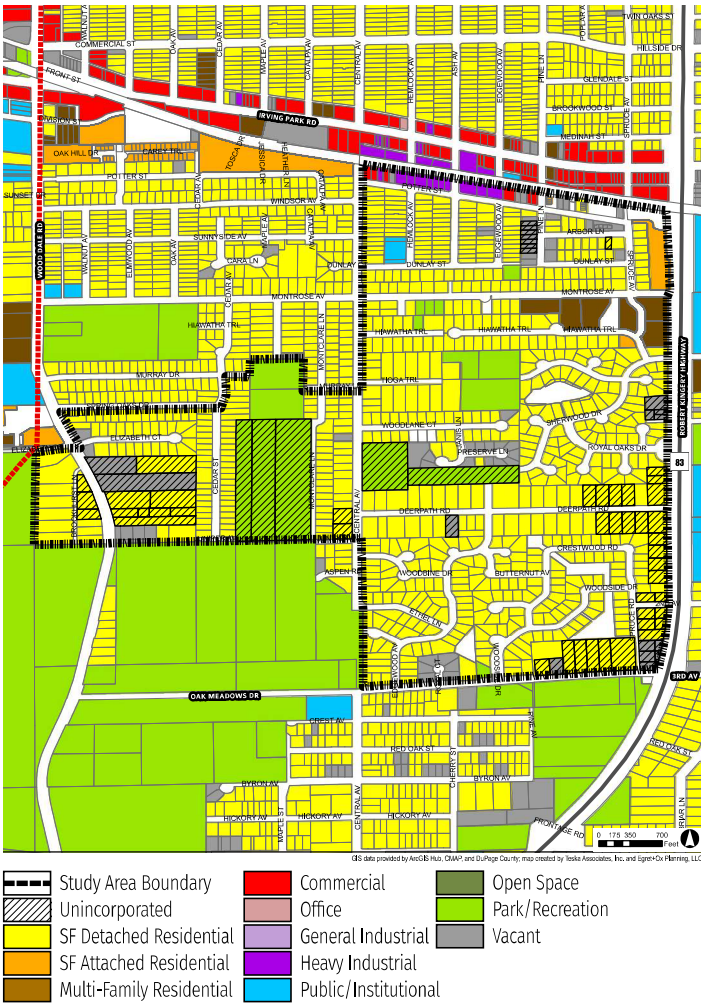


FIGURE 5.15
EXISTING LAND USE MAP | SUB-PLANNING AREA 3

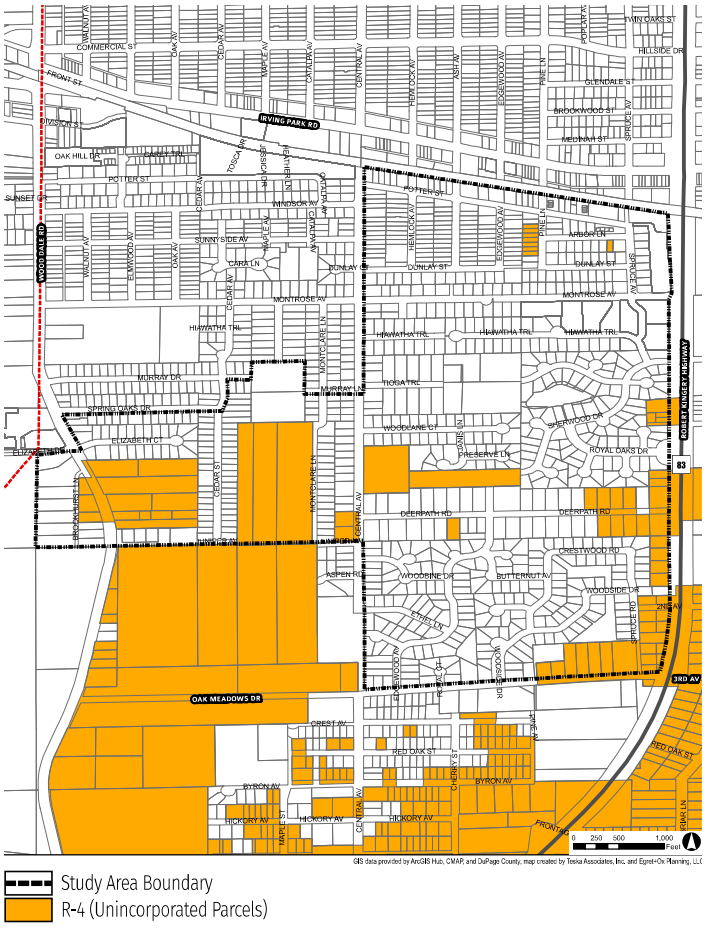


FIGURE 5.16
EXISTING COUNTY ZONING MAP | SUB-PLANNING AREA 3

Existing Land Uses

A majority of Area 3, including many of the unincorporated areas, is comprised of single family homes. Significant tree cover characterizes several of the unincorporated parcels, particularly through the center of Area 3 between Montrose Avenue and Juniper Avenue/Deerpath Road. In addition to single family homes, the incorporated areas are generally composed of the following residential uses: townhouses and apartment buildings along Route 83 and Montrose Avenue; Agape Family Church; and a strip of automotive businesses along Potter Street. The Wood Dale Metra Station is nearby outside Area 3 to the northwest. Wood Dale Grove Forest Preserve is also located beyond Area 3 to the south, with its heavy tree coverage showing some continuity with the significant tree cover in the unincorporated areas.

Zoning

As shown in the Existing County Zoning Map in Figure 5.16, all unincorporated parcels in Area 3 are zoned R-4 (Single Family Residence District), which is primarily consistent with the single family homes that comprise the area. There are no notable conflicts between existing uses and underlying zoning.

SUB-PLANNING AREA 3

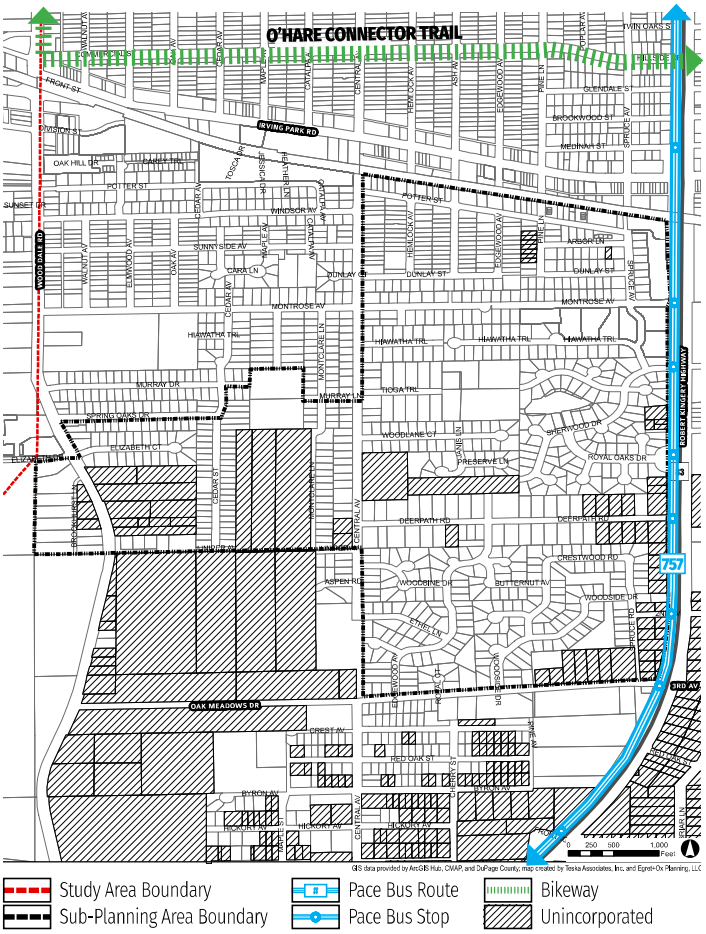


FIGURE 5.17
TRANSPORTATION NETWORK MAP | SUB-PLANNING AREA 3

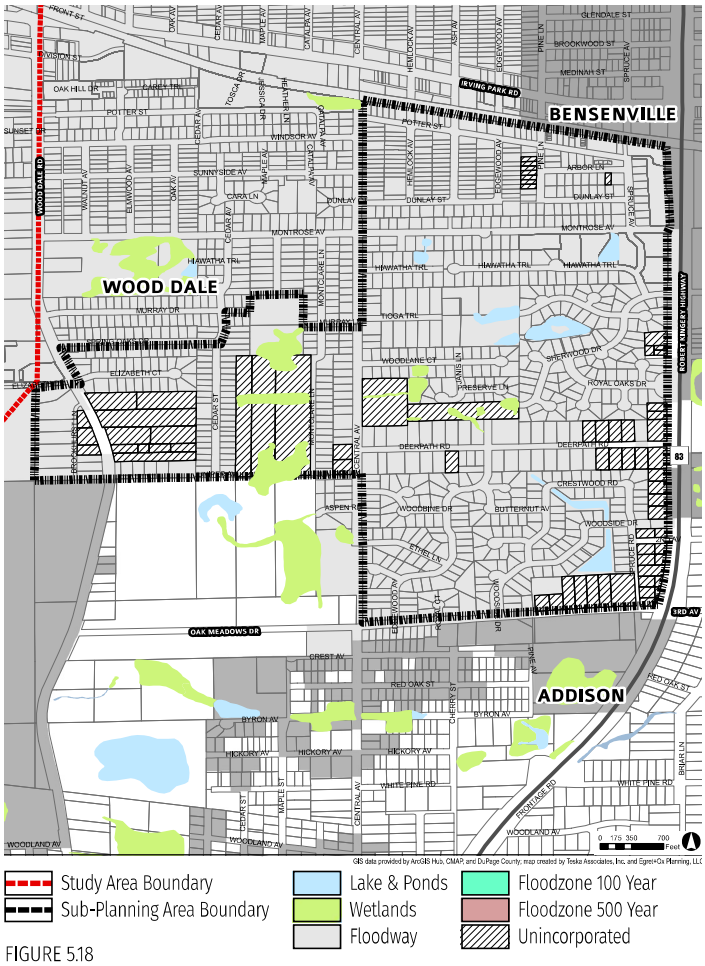


FIGURE 5.18
ENVIRONMENTAL CONDITIONS MAP | SUB-PLANNING AREA 3

Transportation Network Characteristics

BIKE/PED ROUTES: Salt Creek, IL 390, Central routes, and local routes in Addison and Wood Dale

COMMUTER RAIL: Wood Dale Metra Station [NORTH]

BUS: Pace Route 757; possible bus queue jump at Route 83 and Oak Meadows Drive; improved bus stop waiting areas

POTENTIAL INTERSECTION IMPROVEMENT(S): 3rd Avenue/ York Road intersection

OPPORTUNITIES:

- Create subarea-wide sidewalk/path plan, such as along 3rd Avenue/Oak Meadows Drive
- Explore alternate access/ramp opportunities for Route 83/Irving Park Road interchange
- Utilize good connectivity to support neighborhood/dog park opportunity on the east side of Central Avenue between Woodlane Court and Deerpath Road

Environmental Conditions

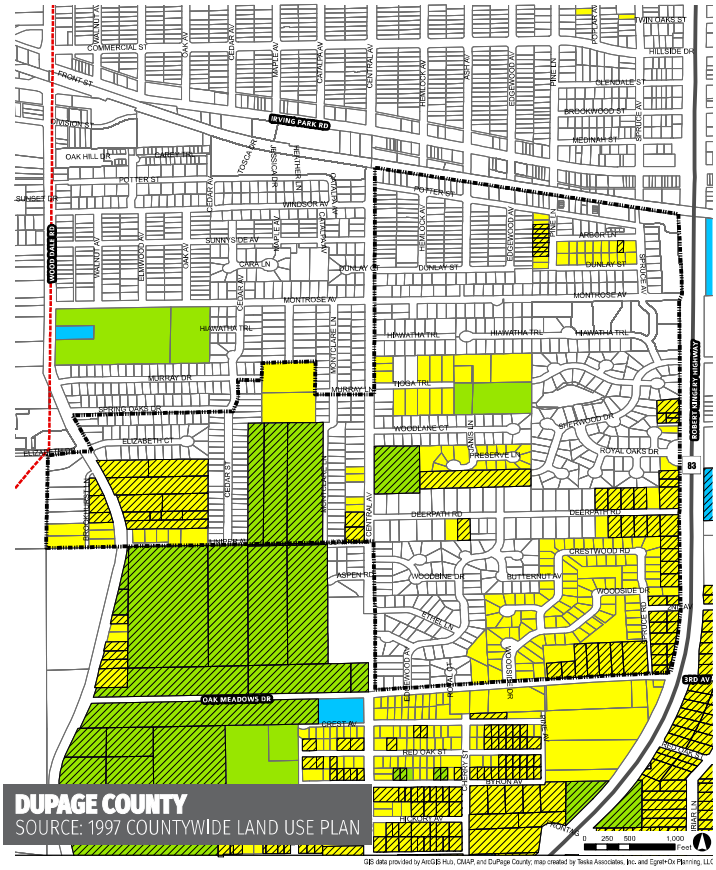
Area 3 has minimal environmental conditions. The largest wetland impacts would be on the unincorporated parcels associated with the Wood Dale Grove Forest Preserve, and the open space parcels just east of the forest preserve. There are classified water bodies and areas located within the single family neighborhoods, but those are established as part of the overall stormwater management system and includes landscaped amenities, such as benches and paths to be used by the surrounding neighborhoods.

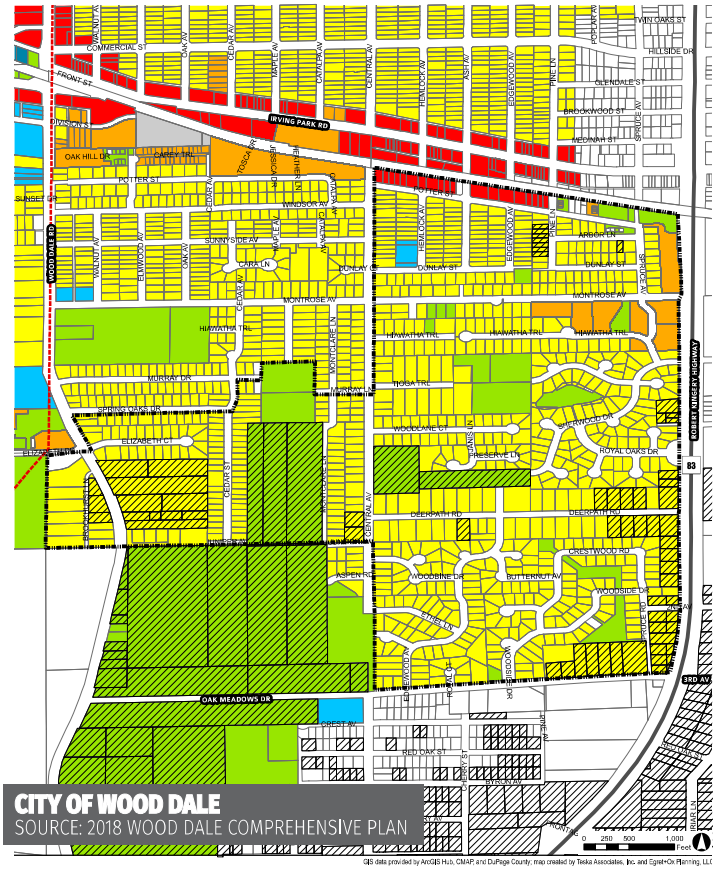
SUB-PLANNING AREA 3

Future Land Use Analysis

The maps in Figure 5.19 provide a comparison of the future land uses[3] in Area 3 as designated by DuPage County and the City of Wood Dale. Comparing the two maps, DuPage County and Wood Dale are consistent in maintaining a single family residential use pattern with significant open space throughout Area 3. Wood Dale also recommends commercial uses along Potter Street at the far north end of the sub-planning area.

[3] Since DuPage County's Land Use Plan has not been updated since 1997, the County's future land use designations are over 20 years old. Some of the unincorporated parcels shown in the County's Land Use Plan have been annexed into local municipalities since the plan was adopted in 1997. As a result, certain parcels in the DuPage County map below have a land use designation even though these parcels are no longer unincorporated. Wood Dale's future land use designations is more recent deriving from their 2018 Comprehensive Plan.





Study Area Boundary
Unincorporated
SF Detached Residential
SF Attached Residential
Multi-Family Residential
Commercial
Office
General Industrial
Heavy Industrial
Public/Institutional
Open Space
Park/Recreation
Vacant

FIGURE 5.19
COMPARISON OF COUNTY & MUNICIPAL FUTURE LAND USE DESIGNATIONS | SUB-PLANNING AREA 3

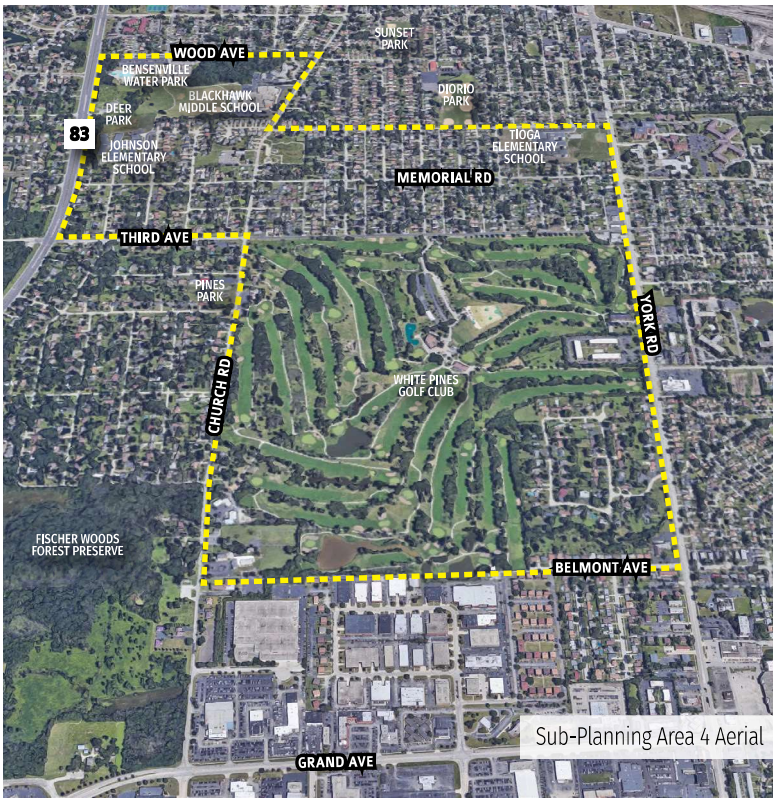
SUB-PLANNING AREA 4

LOCATION

Sub-Planning Area 4 is located in the central portion of the Route 83 Corridor study area. Situated along the eastern side of Route 83, Area 4 is generally bounded by Wood Avenue on the north, York Road on the east, Third Avenue and Belmont Avenue on the south, and Route 83 on the west. Most of the unincorporated parcels are located in the northwest section of Area 4. Six relatively large parcels in Area 4's southern section are occupied by White Pines Golf Club, which was recently annexed by the Village of Bensenville. Area 4 is located at the southwest section of Bensenville.

AREA CHARACTER

This sub planning area is located in the Village of Bensenville. The White Pines Golf Club, which has been incorporated into the Village since the outset of this project, contributes an open space character to this area. The planning area largely consists of single family housing and includes a wide variety of amenities, such as the Bensenville Water Park and Splash Pad, recreational parks, walking paths and playgrounds for children. In addition to the recreational amenities, the planning area also includes institutional uses, such as the Bensenville Community Public library, Blackhawk Middle School and WA Johnson Elementary School. The remaining unincorporated parcels in the area are mainly single family housing.



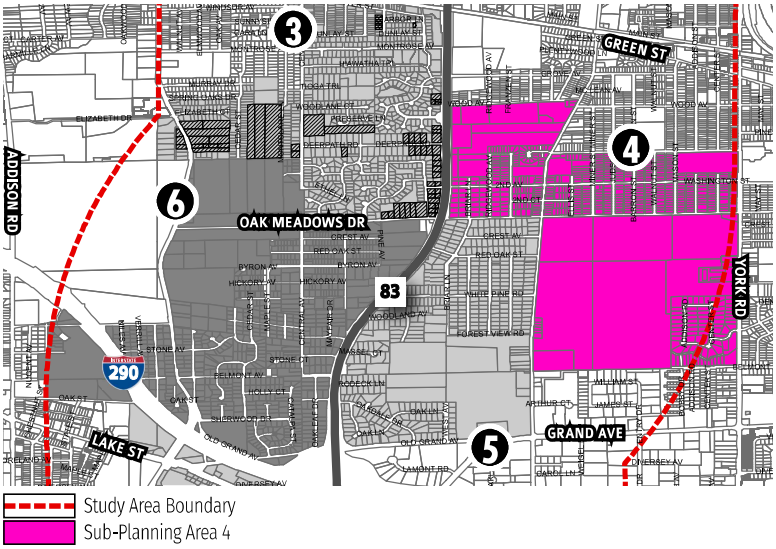


FIGURE 5.20
LOCATION MAP | SUB-PLANNING AREA 4

JURISDICTIONS

Water: DuPage Water Commission
Grade School Districts: Bensenville District 2
High School Districts: Fenton District 100
Community College Districts: College of DuPage District 502
Park Districts: Bensenville
Fire Protection Districts: Bensenville District 2
Special Police Districts: Bensenville Police Department; DuPage County Sheriff's Office for unincorporated parcels
Library Districts: Bensenville
Special Service Districts: None
Airport: DuPage Airport Authority
Political Jurisdictions: County Board District 1; Congressional District 8; Illinois Representative District 77; Illinois Senate District 39

SUB-PLANNING AREA 4

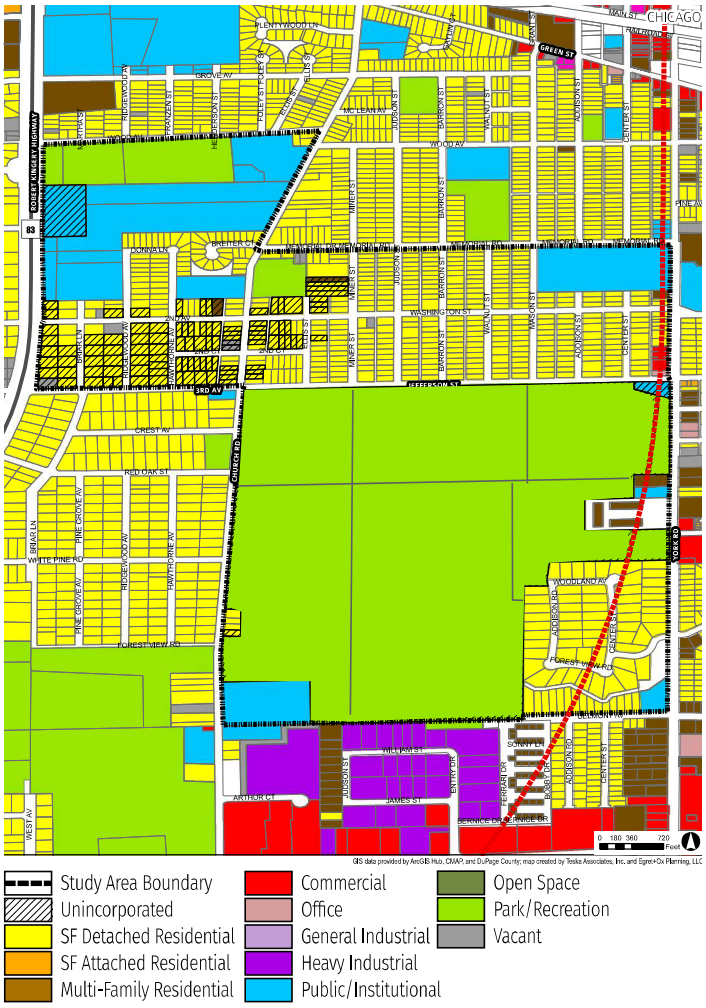


FIGURE 5.21
EXISTING LAND USE MAP | SUB-PLANNING AREA 4

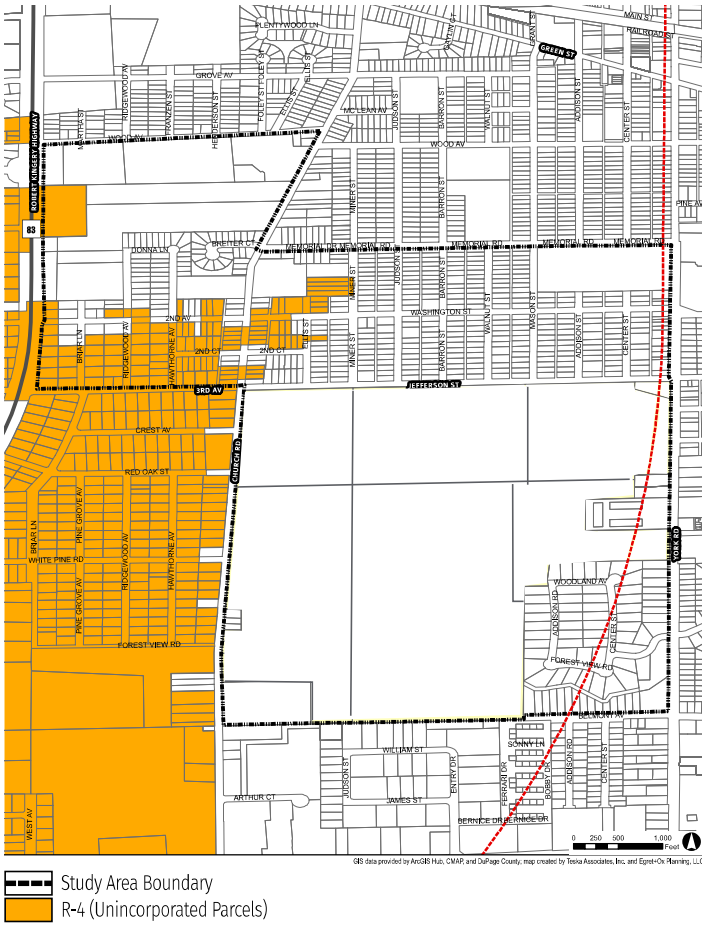


FIGURE 5.22
EXISTING COUNTY ZONING MAP | SUB-PLANNING AREA 4

Existing Land Uses

The recently incorporated White Pines Golf Club encompasses about half of Area 4. The remainder of Area 4 is comprised of single family homes and public/institutional uses. Other than the golf course, all but one of the other unincorporated parcels are occupied by single family homes. The exception is an unincorporated parcel along Route 83 that is a vacant church site. Regarding incorporated areas in Area 4, single family homes are the predominant use, along with a few apartment complexes. Public/institutional uses are also prevalent: Bensenville Park District's Water Park and Department of Buildings and Grounds; Bensenville Community Public Library; Blackhawk Middle School; Johnson Elementary School; First United Methodist Church; Tioga Elementary School; Bensenville Fire Department Station #17; Friedens Cemetery; Zion Concord Lutheran Church; and Grace Lutheran Church. Other non-residential uses include: scattered commercial businesses along York Street and two parks (Deer Park and Breiter Palm Park).

(The White Pines Golf Course is left in the sub-planning area as it has significant impact on the character of the area, but is no longer identified as unincorporated or considered a key site.)

Zoning

As shown in the Existing County Zoning Map in Figure 5.22, the unincorporated parcels in Area 4 north of Third Avenue are zoned R-4 (Single Family Residence District), which is consistent with the single family homes that comprise the area. There are no notable conflicts between existing uses and underlying zoning.

SUB-PLANNING AREA 4

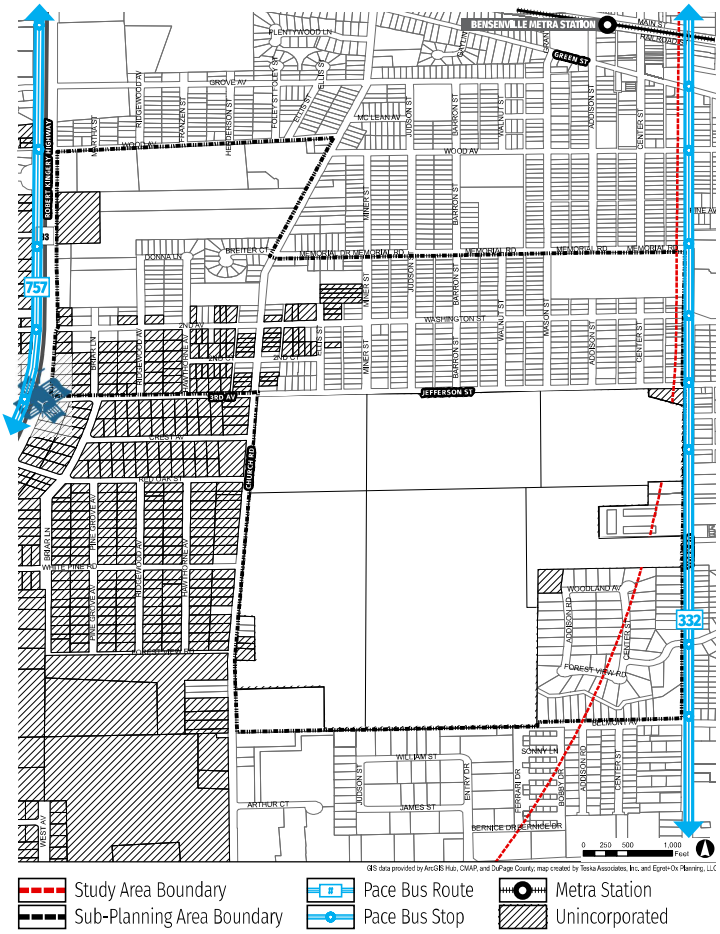


FIGURE 5.23
TRANSPORTATION NETWORK MAP | SUB-PLANNING AREA 4

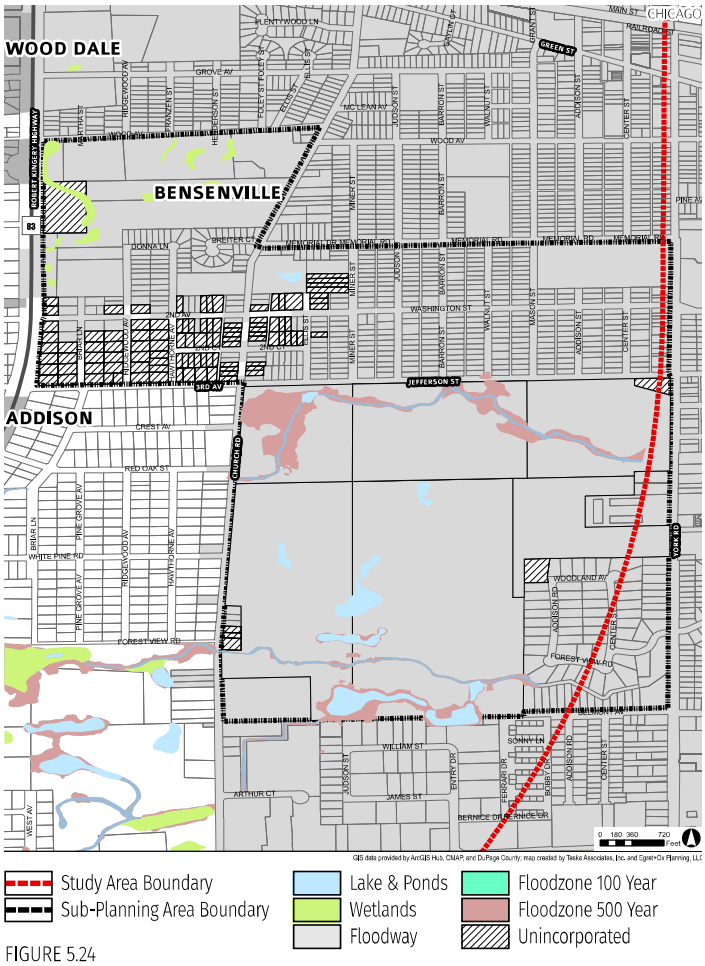


FIGURE 5.24
ENVIRONMENTAL CONDITIONS MAP | SUB-PLANNING AREA 4

Transportation Network Characteristics

BIKE/PED ROUTES: Oak Meadows Drive, Church Street, and Bensenville local routes

COMMUTER RAIL: Bensenville Metra Station (NORTH)

BUS: Pace Routes 757, 332, and 319; possible bus queue jump and improved bus stop waiting area at Route 83 and 3rd Avenue

POTENTIAL INTERSECTION IMPROVEMENT(S): Route 83/3rd Avenue intersection

OPPORTUNITIES:

- Provide stop bar striping improvements along 2nd Avenue/Washington Street

Environmental Conditions

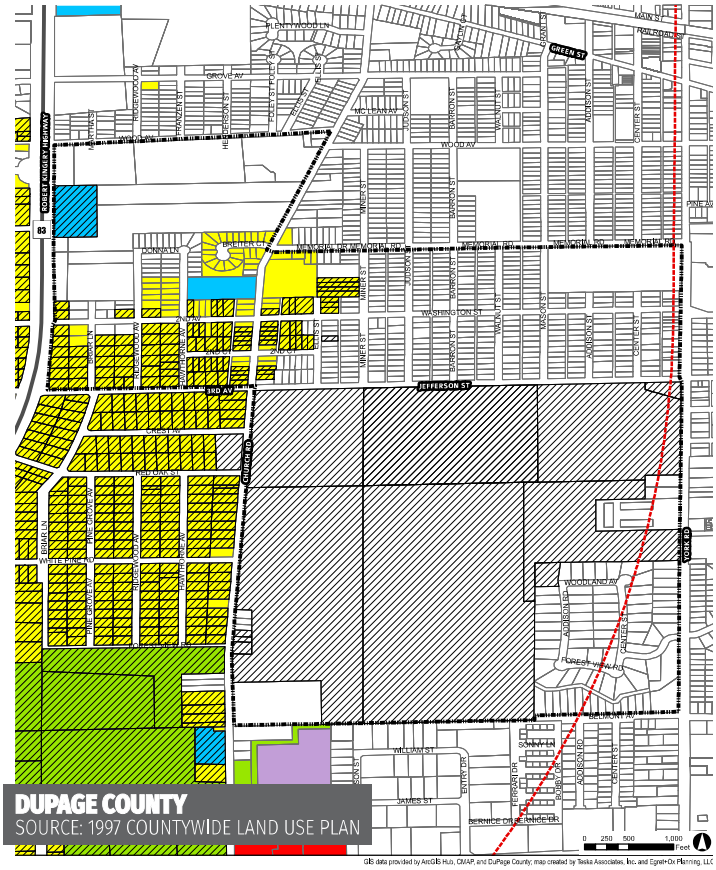
There are minimal environmental conditions within sub planning area 4, most of the water bodies and streams are within White Pines Golf Club.

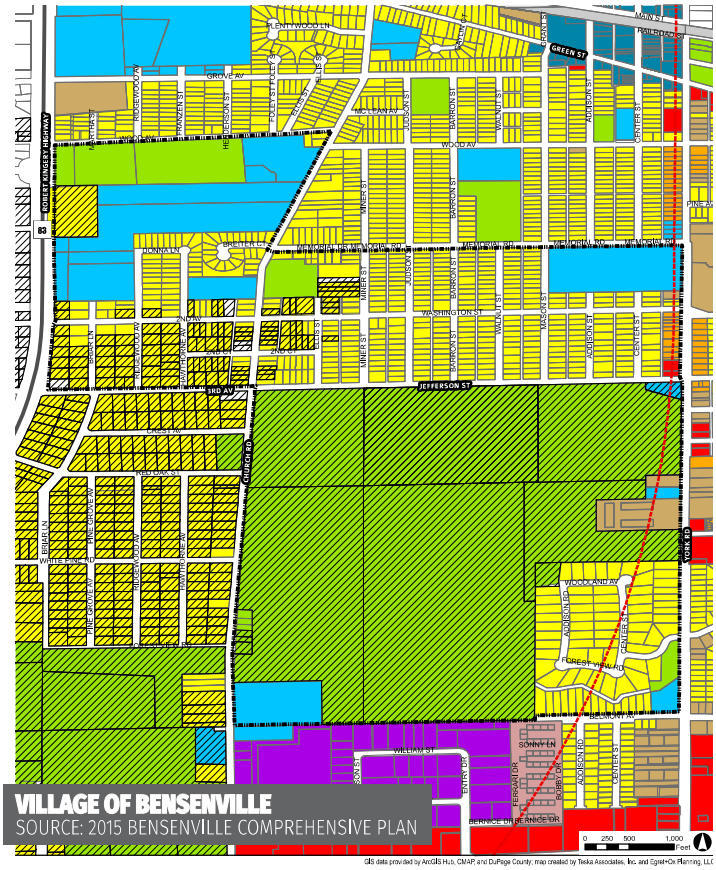
SUB-PLANNING AREA 4

Future Land Use Analysis

The maps in Figure 5.25 compare of the future land uses[4] in Area 4 as designated by DuPage County and the Village of Bensenville. DuPage County and Bensenville are generally consistent in maintaining a single family residential neighborhood north of Third Avenue. Bensenville also designates the section to the south for additional residential use and open space. While the golf course was originally established in the 1920s, DuPage County's Land Use Plan notably does not designate the golf course for open space; however, this is not considered to indicate an alternate use for the golf course in the future.

[4] Since DuPage County's Land Use Plan has not been updated since 1997, the County's future land use designations are over 20 years old. Some of the unincorporated parcels shown in the County's Land Use Plan have been annexed into local municipalities since the plan was adopted in 1997. As a result, certain parcels in the DuPage County map below have a land use designation even though these parcels are no longer unincorporated. Bensenville's future land use designations is more recent deriving from their 2015 Comprehensive Plan.





- Study Area Boundary
- Unincorporated
- SF Detached Residential
- SF Attached Residential
- Multi-Family Residential
- Commercial
- Office
- General Industrial
- Heavy Industrial
- Public/Institutional
- Open Space
- Park/Recreation
- Vacant

FIGURE 5.25
COMPARISON OF COUNTY & MUNICIPAL FUTURE LAND USE DESIGNATIONS | SUB-PLANNING AREA 4

SUB-PLANNING AREA 5

LOCATION

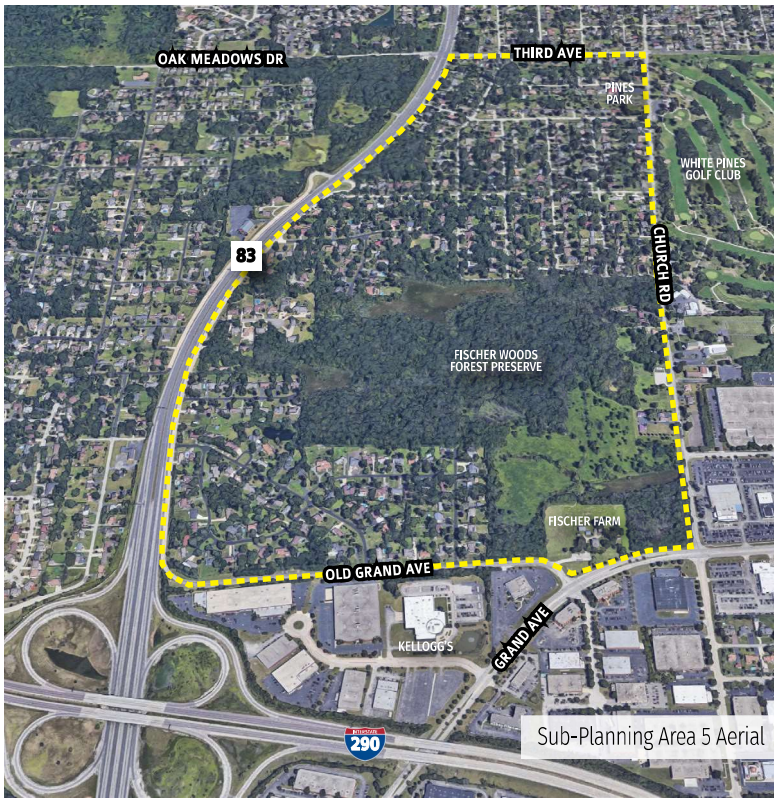
Sub-Planning Area 5 is located in the central portion of the Route 83 Corridor study area. Situated along the eastern side of Route 83, Area 5 is roughly bounded by Third Avenue on the north, Church Road on the east, Old Grand Avenue on the south, and Route 83 on the west. A majority of Area 5 is unincorporated, with Fischer Woods Forest Preserve constituting almost half of the land coverage. Area 5 is located at the southwest section of the Village of Bensenville. The Route 83 interchange onto I-290 is also situated immediately southwest of Area 5.

AREA CHARACTER

Area 5 contains mostly unincorporated parcels; much of the area is designated as the Fishcher Woods Forest Preserve. The remaining unincorporated parcels are neighborhoods of single family housing. The single family housing surrounds the forest preserve and abuts the Route 83 corridor, creating dead end streets and cul de sacs that limit connectivity and accessibility throughout the planning area, but do not diminish the solidly residential character. The Fishcher Woods Forest Preserve adds a natural element to the neighborhood and can be accessed by foot.

JURISDICTIONS

Water: DuPage Water Commission
Grade School Districts: Bensenville District 2; DuPage County Unit District 205
High School Districts: Fenton District 100
Community College Districts: College of DuPage District 502
Park Districts: Bensenville
[NOTE: NOT ALL PROPERTIES ARE LOCATED WITHIN A PARK DISTRICT.]
Fire Protection Districts: Bensenville District 1, 2
Special Police Districts: Bensenville Police Department; DuPage County Sheriff's Office for unincorporated parcels
Library Districts: Bensenville
Special Service Districts: None
Airport: DuPage Airport Authority
Political Jurisdictions: County Board District 1; Congressional District 8; Illinois Representative District 77; Illinois Senate District 39



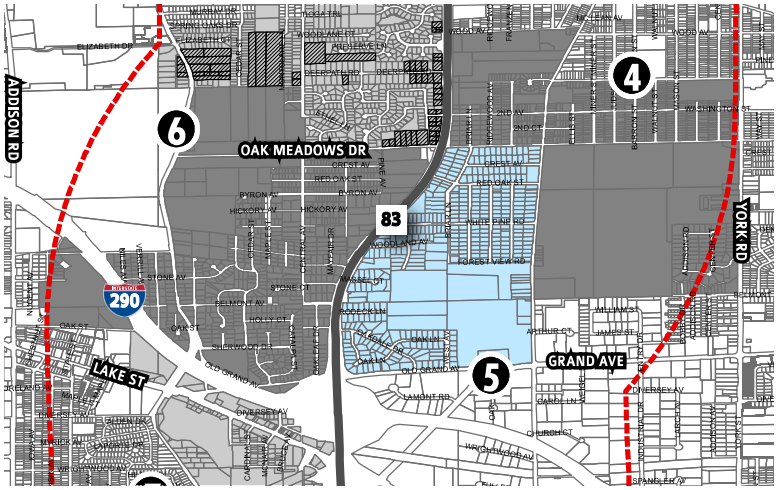
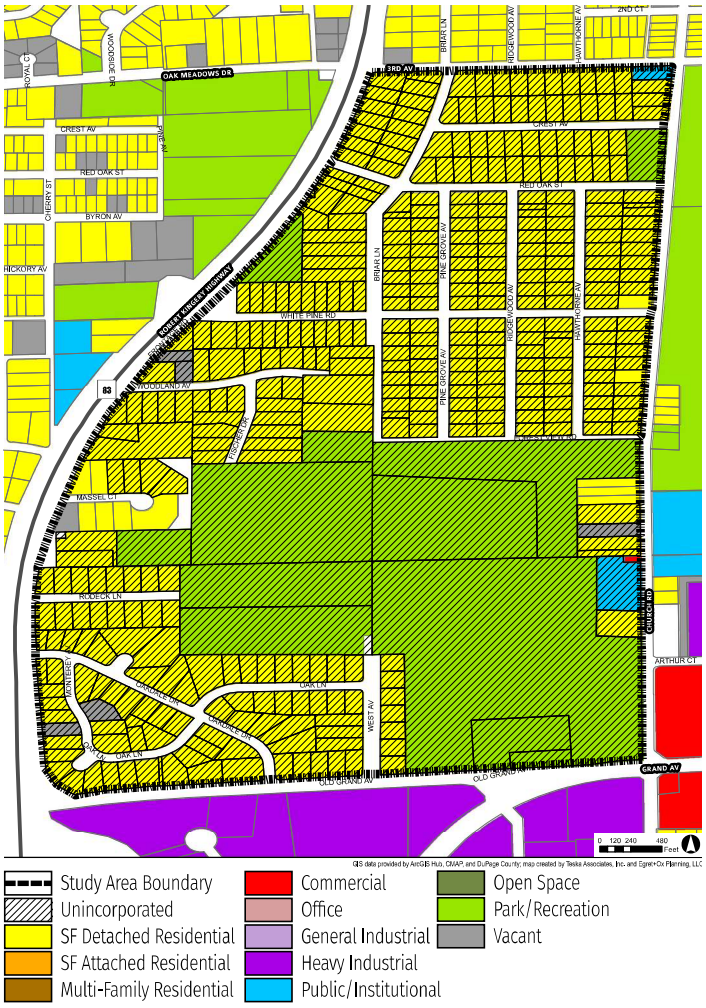


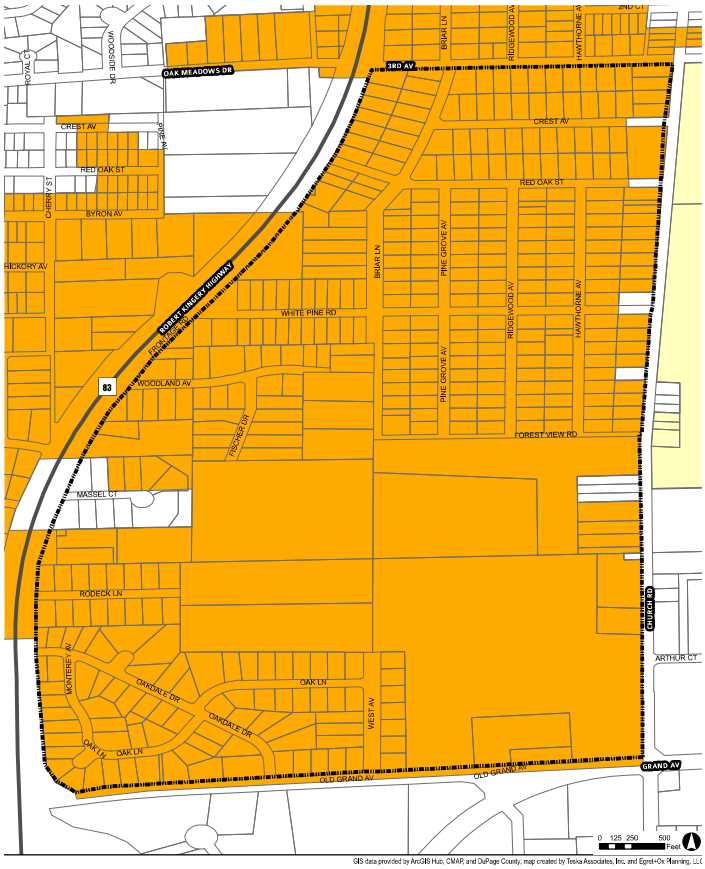
FIGURE 5.26
LOCATION MAP | SUB-PLANNING AREA 5

SUB-PLANNING AREA 5



Study Area Boundary
Unincorporated
SF Detached Residential
SF Attached Residential
Multi-Family Residential
Commercial
Office
General Industrial
Heavy Industrial
Public/Institutional
Open Space
Park/Recreation
Vacant

FIGURE 5.27
EXISTING LAND USE MAP | SUB-PLANNING AREA 5



Study Area Boundary
R-4 (Unincorporated Parcels)

FIGURE 5.28
EXISTING COUNTY ZONING MAP | SUB-PLANNING AREA 5

Existing Land Uses

While a majority of Area 5 is covered by unincorporated parcels, about one-third of the area is occupied by Fischer Woods Forest Preserve, which comprises only seven of the unincorporated parcels. Single family homes make up the remainder of Area 5. Non-residential uses include: True Jesus Church; Pines Park; Churchville Cemetery; and Fischer Farm.

Zoning

As shown in the Existing County Zoning Map in Figure 5.28, all unincorporated parcels in Area 5 are zoned R-4 (Single Family Residence District), which reflects with the single family homes that comprise the area. There are no notable conflicts between existing uses and underlying zoning.

SUB-PLANNING AREA 5

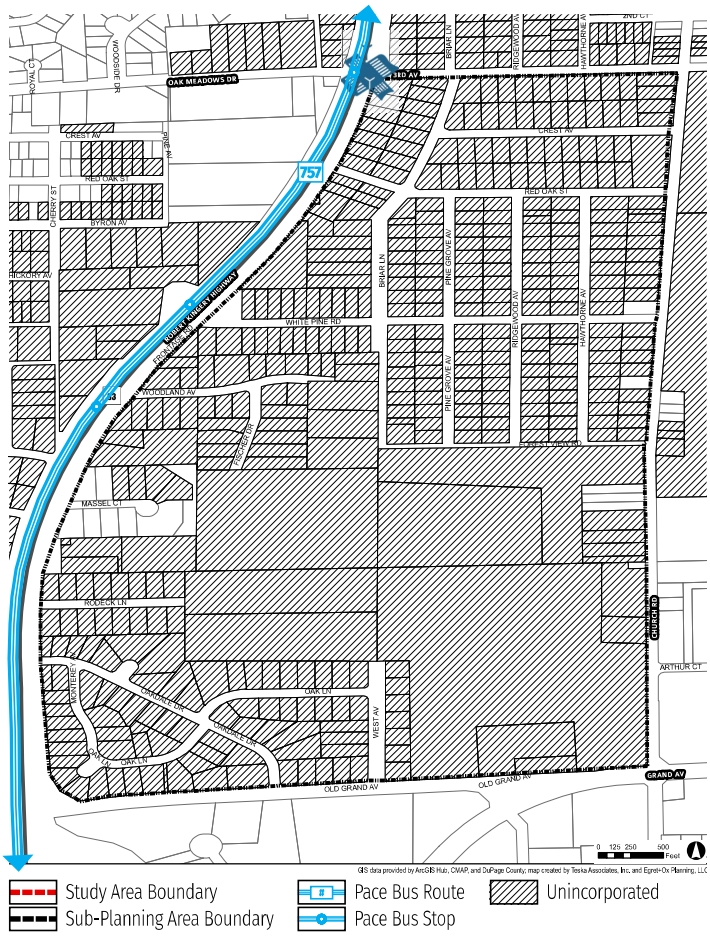


FIGURE 5.29
TRANSPORTATION NETWORK MAP | SUB-PLANNING AREA 5

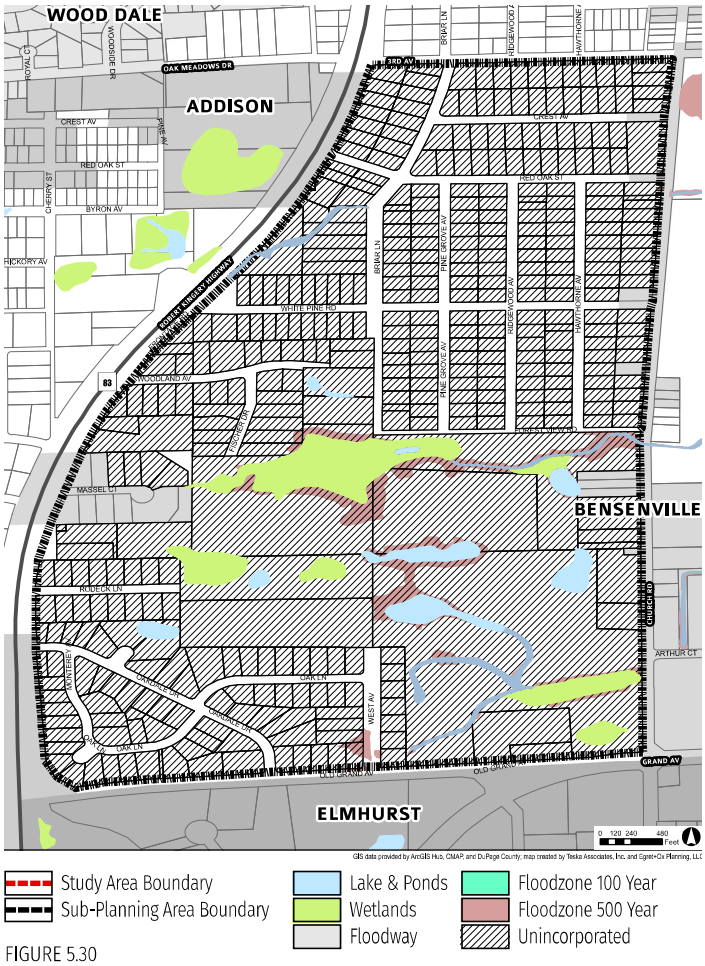


FIGURE 5.30
ENVIRONMENTAL CONDITIONS MAP | SUB-PLANNING AREA 5

Transportation Network Characteristics

BIKE/PED ROUTES: Salt Creek, Oak Meadows Drive, Church Street, and Bensenville local routes; possible use of Old Grand Avenue/Frontage Road for bike/ped connections

COMMUTER RAIL: Addison Metra Station [SOUTH]

BUS: Pace Routes 757; possible bus queue jump and improved bus stop waiting area at Route 83 and 3rd Avenue; possible bus use of shoulders on Route 83

POTENTIAL INTERSECTION IMPROVEMENT(S): Route 83/3rd Avenue intersection

OPPORTUNITIES:

- Consolidate access with redevelopment
- Develop access policy for golf course redevelopment on York Road, Church Road, and 3rd Avenue

Environmental Conditions

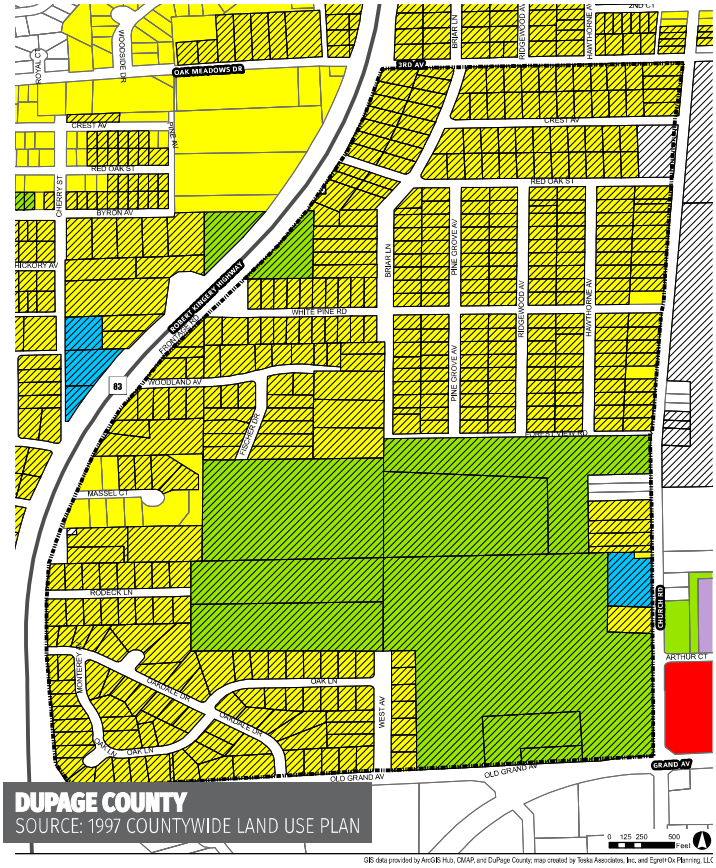
All environmentally significant parcels in this area are associated with the Fishcher Woods Forest Preserve and have minimal flooding and wetlands effect on surrounding properties. The forest preserve contains wetlands, water bodies and streams, adding to the character of the area.

SUB-PLANNING AREA 5

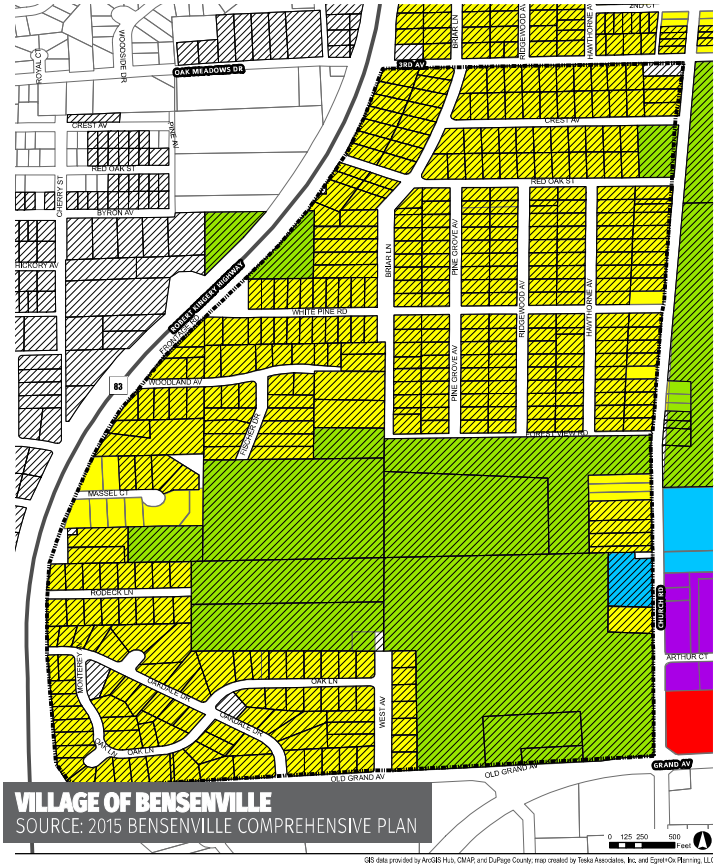
Future Land Use Analysis

The maps in Figure 5.31 compare of the future land uses[5] in Area 5 as designated by DuPage County and the Village of Bensenville. DuPage County and Bensenville are consistent in maintaining a single family residential neighborhood throughout the sub-planning area. In fact, the two future land use maps are almost identical to each other. In addition to residential uses, Fischer Woods Forest Preserve is a significant land use on the southern end of Area 5.

[5] Since DuPage County's Land Use Plan has not been updated since 1997, the County's future land use designations are over 20 years old. Some of the unincorporated parcels shown in the County's Land Use Plan have been annexed into local municipalities since the plan was adopted in 1997. As a result, certain parcels in the DuPage County map below have a land use designation even though these parcels are no longer unincorporated. Bensenville's future land use designations is more recent deriving from their 2015 Comprehensive Plan.



DUPAGE COUNTY
SOURCE: 1997 COUNTYWIDE LAND USE PLAN



VILLAGE OF BENSENVILLE
SOURCE: 2015 BENSENVILLE COMPREHENSIVE PLAN

- Study Area Boundary
- Unincorporated
- SF Detached Residential
- SF Attached Residential
- Multi-Family Residential
- Commercial
- Office
- General Industrial
- Heavy Industrial
- Public/Institutional
- Open Space
- Park/Recreation
- Vacant

FIGURE 5.31
COMPARISON OF COUNTY & MUNICIPAL FUTURE LAND USE DESIGNATIONS | SUB-PLANNING AREA 5

SUB-PLANNING AREA 6

LOCATION

Sub-Planning Area 6 is located in the central portion of the Route 83 Corridor study area. Located along the western side of Route 83, Area 6 is bounded by Juniper Avenue and Oak Meadows Drive on the north, Route 83 on the east, I-290 and Oak Street on the south, and Wood Dale Road and Chestnut Street on the west. Roughly three-fourths of Area 6 is covered by unincorporated parcels, with Wood Dale Grove Forest Preserve and intensive tree coverage constituting a significant portion of the unincorporated areas. Area 6 is primarily located at the northeast section of the Village of Addison, with a few parcels in City of Wood Dale. The Route 83 interchange onto I-290 is situated immediately southeast of Area 6.

AREA CHARACTER

Area 6 is mostly located within Addison with a small portion of the northern area in Wood Dale. The largest unincorporated area within the sub planning area is the Wood Dale Grove Forest Preserve. The Wood Dale Grove Forest Preserve expands south and is roughly 185 acres in total, with large water bodies and walking paths meandering through the area. The remaining unincorporated parcels are single family homes with pockets of wetlands within the single family neighborhoods. Many of the single family lots have large yards and are surrounded by mature trees and green space.

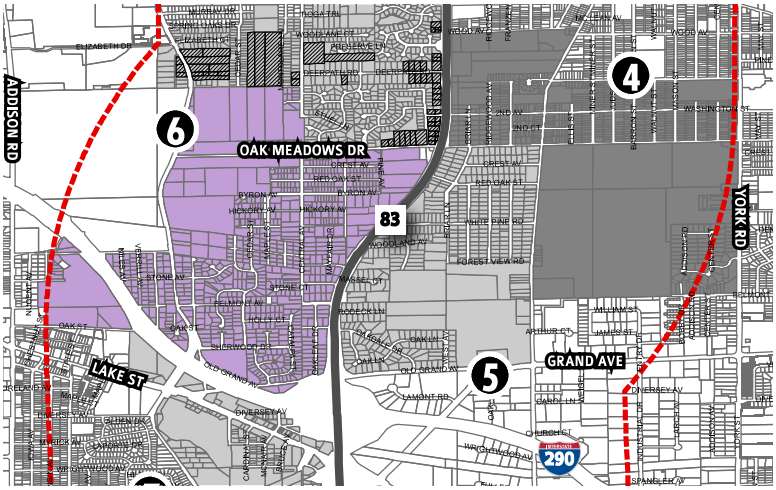


FIGURE 5.32
LOCATION MAP | SUB-PLANNING AREA 6

JURISDICTIONS

Water: DuPage Water Commission
Grade School Districts: Wood Dale District 2; Wood Dale District 4; DuPage County Unit District 205
High School Districts: Fenton District 100; DuPage High School District 88; DuPage County Unit District 205
Community College Districts: College of DuPage District 502
Park Districts: Bensenville; Addison
[NOTE: NOT ALL PROPERTIES ARE LOCATED WITHIN A PARK DISTRICT.]
Fire Protection Districts: Wood Dale; Addison
Special Police Districts: Wood Dale Police Department; Addison Police Department; DuPage County Sheriff's Office for unincorporated parcels
Library Districts: Bensenville; Addison
Special Service Districts: None
Airport: DuPage Airport Authority
Political Jurisdictions: County Board District 1; Congressional District 8; Illinois Representative District 77; Illinois Senate District 23, 39

SUB-PLANNING AREA 6

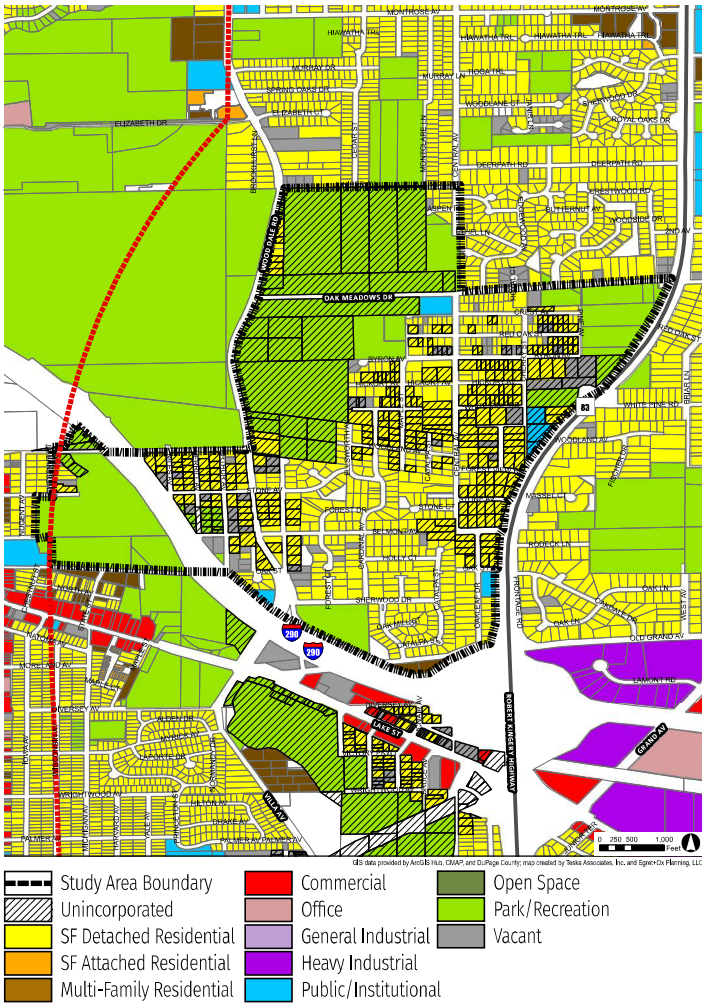


FIGURE 5.33
EXISTING LAND USE MAP | SUB-PLANNING AREA 6

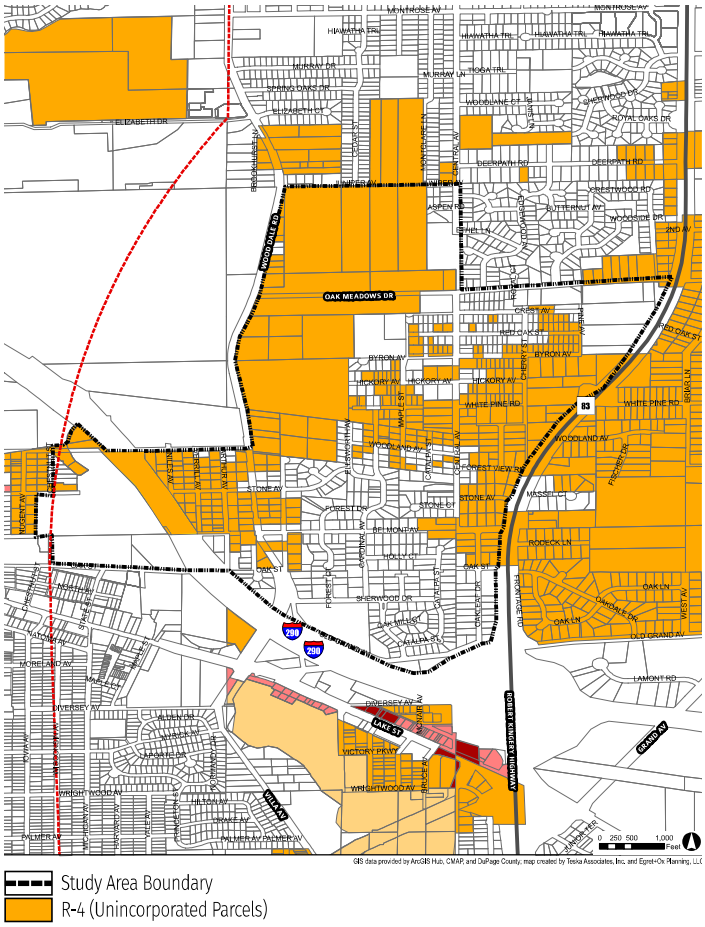


FIGURE 5.34
EXISTING COUNTY ZONING MAP | SUB-PLANNING AREA 6

Existing Land Uses

The unincorporated parcels in Area 6 are primarily comprised of single family homes and Wood Dale Grove Forest Preserve. Single family homes occupy a few of the surrounding incorporated areas, while parks, such as Oak Knoll Park and Addison Park District's Community Recreation Center and Park, and open spaces with significant tree coverage comprise most of the incorporated land coverage. Other existing uses in Area 6 include: First Baptist Church of Wood Dale; Jay Maldi Maa Temple; Grace Gospel Center; Sunny Place Church of God; and Iglesia Pentecostal Unida Vida Abundante.

Zoning

As shown in the Existing County Zoning Map in Figure 5.34, all unincorporated parcels in Area 6 are zoned R-4 (Single Family Residence District), which is primarily consistent with the single family homes that comprise the area. There are no notable conflicts between existing uses and underlying zoning.

SUB-PLANNING AREA 6

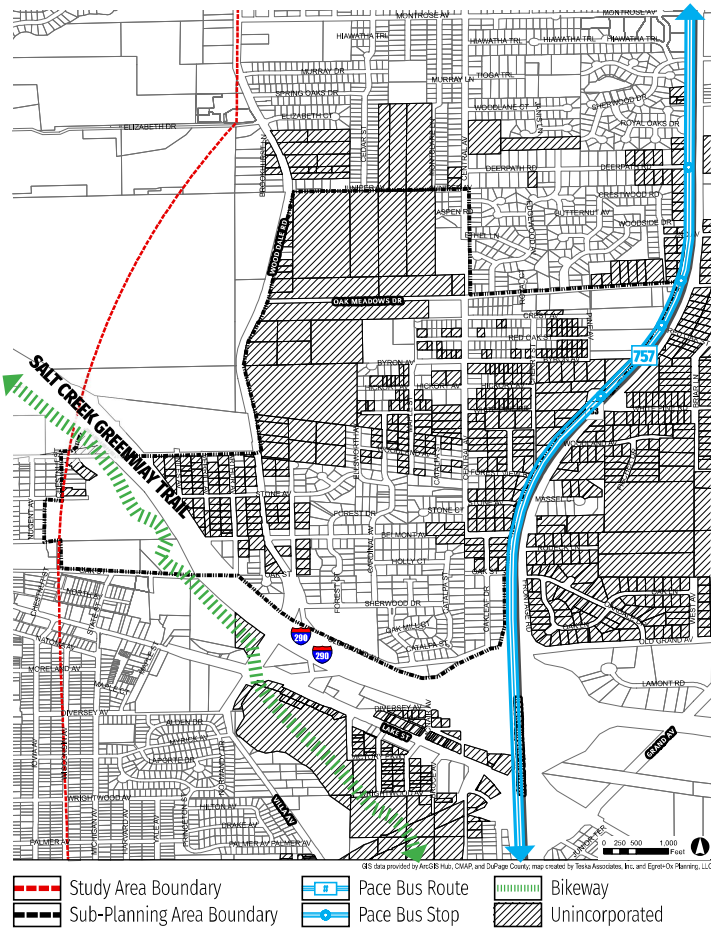


FIGURE 5.35
TRANSPORTATION NETWORK MAP | SUB-PLANNING AREA 6

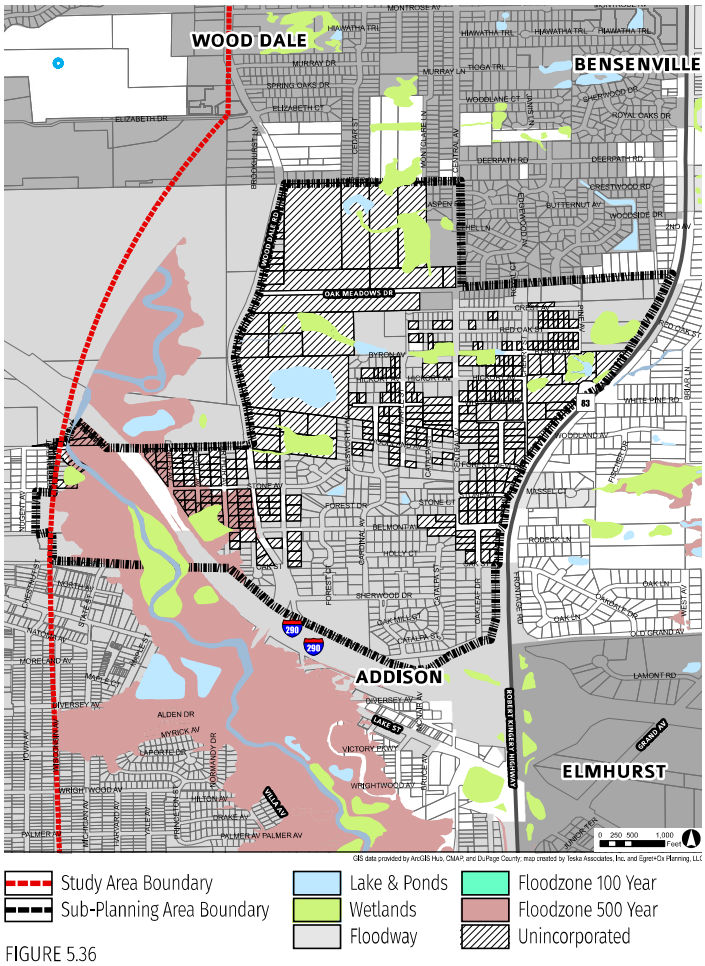


FIGURE 5.36
ENVIRONMENTAL CONDITIONS MAP | SUB-PLANNING AREA 6

Transportation Network Characteristics

BIKE/PED ROUTES: Salt Creek, Oak Meadows Drive, Church Street, and Bensenville local routes; possible use of Old Grand Avenue/Frontage Road for bike/ped connections

BUS: Pace Routes 757; possible bus queue jump and improved bus stop waiting area at Route 83 and 3rd Avenue; possible bus use of shoulders on Route 83

POTENTIAL INTERSECTION IMPROVEMENT(S): Route 83/3rd Avenue intersection

OPPORTUNITIES:
- Consolidate access with redevelopment
- Develop access policy for golf course redevelopment on York Road, Church Road, and 3rd Avenue

Environmental Conditions

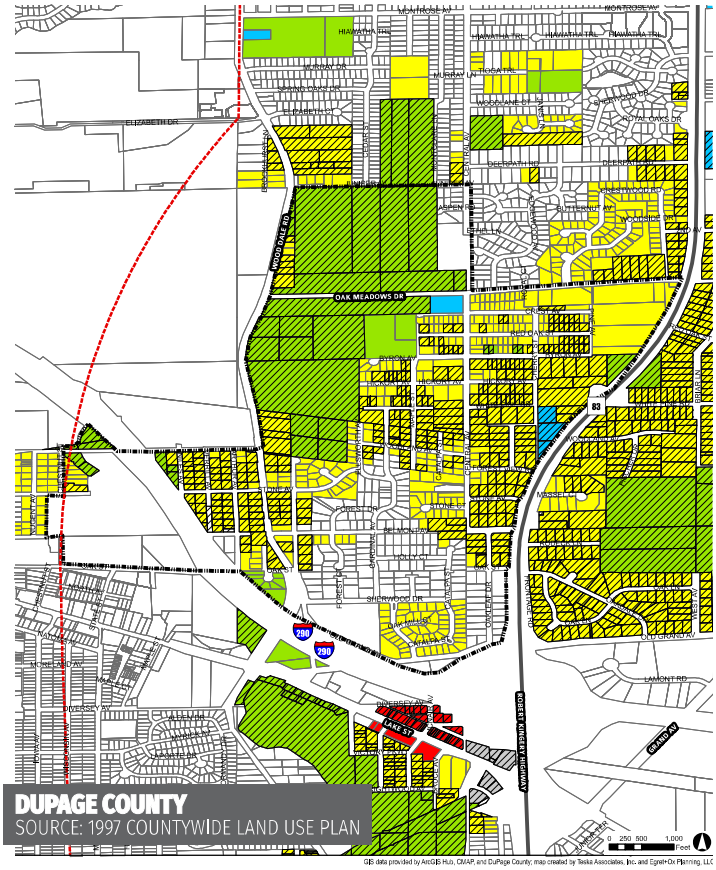
Environmental characteristics associated with the unincorporated area is within the Wood Dale Grove Forest Preserve, which contain water bodies and wetlands. The remaining unincorporated parcels with environmental conditions are spread throughout the single family areas and are designated as parks/open space. Salt Creek touches the southwest corner of the planning area and causes some unincorporated parcels to be within the floodplain.

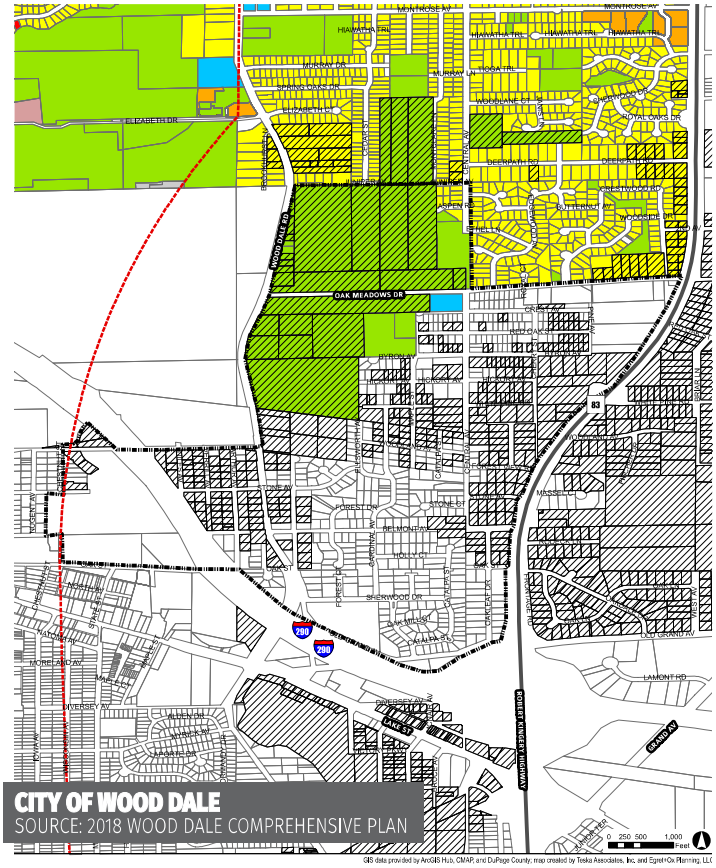
SUB-PLANNING AREA 6

Future Land Use Analysis

The maps in Figure 5.37 compare of the future land uses[6] in Area 6 as designated by DuPage County, the City of Wood Dale, and the Village of Addison. DuPage County and the two municipalities are consistent in maintaining a single family residential character throughout most of the sub-planning area. In addition to residential uses, Wood Dale Grove Forest Preserve covers a significant portion of Area 6 on the north side. Most of the land use differences relate to the placement of open spaces. For example, Addison recommends significant open space coverage at the southwest corner of the Route 83/Oak Meadows Drive intersection, likely due to the heavy tree coverage in this area. DuPage County suggests single family residential at this corner. Wood Dale's plan does not cover this corner.

6 Since DuPage County's Land Use Plan has not been updated since 1997, the County's future land use designations are over 20 years old. Some of the unincorporated parcels shown in the County's Land Use Plan have been annexed into local municipalities since the plan was adopted in 1997. As a result, certain parcels in the DuPage County map below have a land use designation even though these parcels are no longer unincorporated. Wood Dale and Addison's future land use designations are more recent deriving from their 2018 and 2013 Comprehensive Plans, respectively.





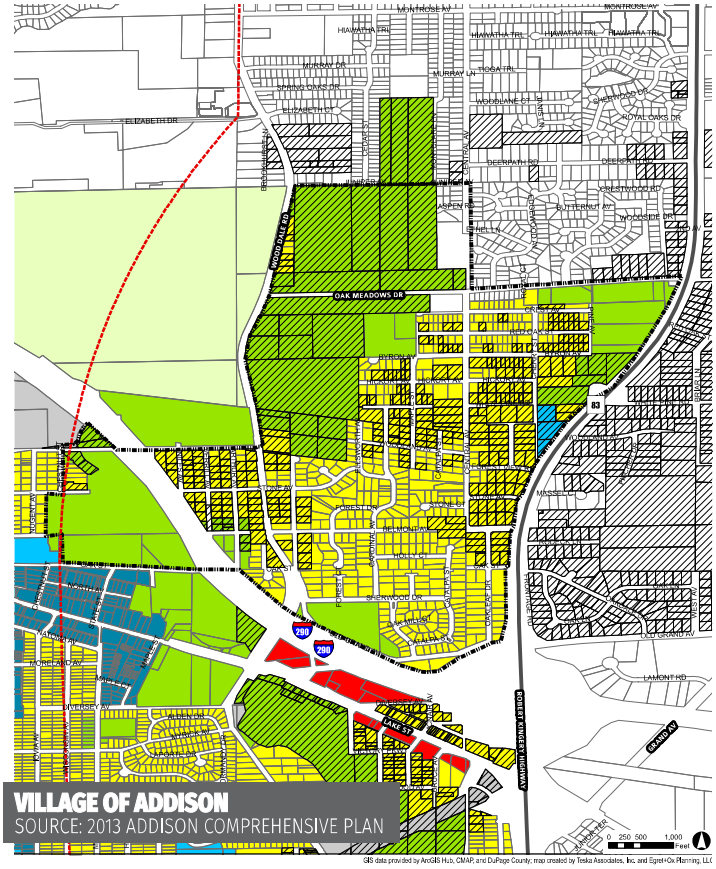


FIGURE 5.37
COMPARISON OF COUNTY & MUNICIPAL FUTURE LAND USE DESIGNATIONS | SUB-PLANNING AREA 6

SUB-PLANNING AREA 7

LOCATION

Sub-Planning Area 7 is located in the southern segment of the Route 83 Corridor study area. Situated along the western side of Route 83, Area 7 is generally bounded by I-290 on the north, Route 83 on the east, Comstock Avenue on the south, and Yale Avenue on the west. Unincorporated parcels are distributed across Area 7, with the ComEd right-of-way, Salt Creek Greenway, and Cricket Creek Forest Preserve constituting a significant portion of the unincorporated land coverage. Area 7 is mostly located at the southeast section of the Village of Addison, with a few parcels located within the Village of Villa Park. The Route 83 interchange onto I-290 is immediately northeast of Area 7.

AREA CHARACTER

Area 7 includes significant open space in the form of the Cricket Creek Forest Preserve. The preserve is nearly 208 acres, which is nearly all of the unincorporated parcels within the planning area. The forest preserve provides access to Salt Creek through 2 miles of trails, including connections to Salt Creek Greenway trail. The remaining unincorporated parcels contain small blocks of single family housing, and commercial parcels along the Lake Street, I-290 intersection. This commercial development along Lake Street currently doesn't have the feel of a unified commercial area, in part because some of the properties are in the Village, and some are unincorporated.

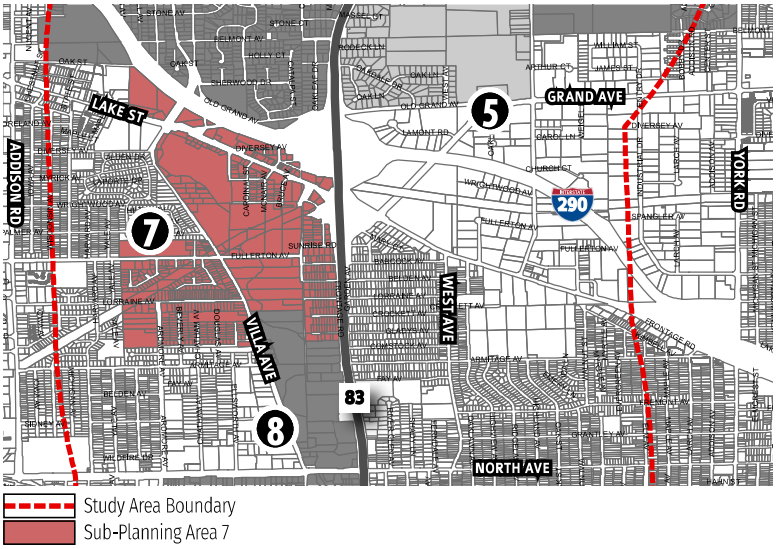


FIGURE 5.38
LOCATION MAP | SUB-PLANNING AREA 7

JURISDICTIONS

Water: DuPage Water Commission
Grade School Districts: Addison District 4; DuPage County Unit District 205
High School Districts: DuPage High School District 88; DuPage County Unit District 205
Community College Districts: College of DuPage District 502
Park Districts: Addison; Elmhurst
[NOTE: NOT ALL PROPERTIES ARE LOCATED WITHIN A PARK DISTRICT.]
Fire Protection Districts: Addison
Special Police Districts: Addison Police Department; Villa Park Police Department; DuPage County Sheriff's Office for unincorporated parcels
Library Districts: Addison; Villa Park
Special Service Districts: None
Airport: DuPage Airport Authority
Political Jurisdictions: County Board District 1; Congressional District 8; Illinois Representative District 77; Illinois Senate District 39

SUB-PLANNING AREA 7

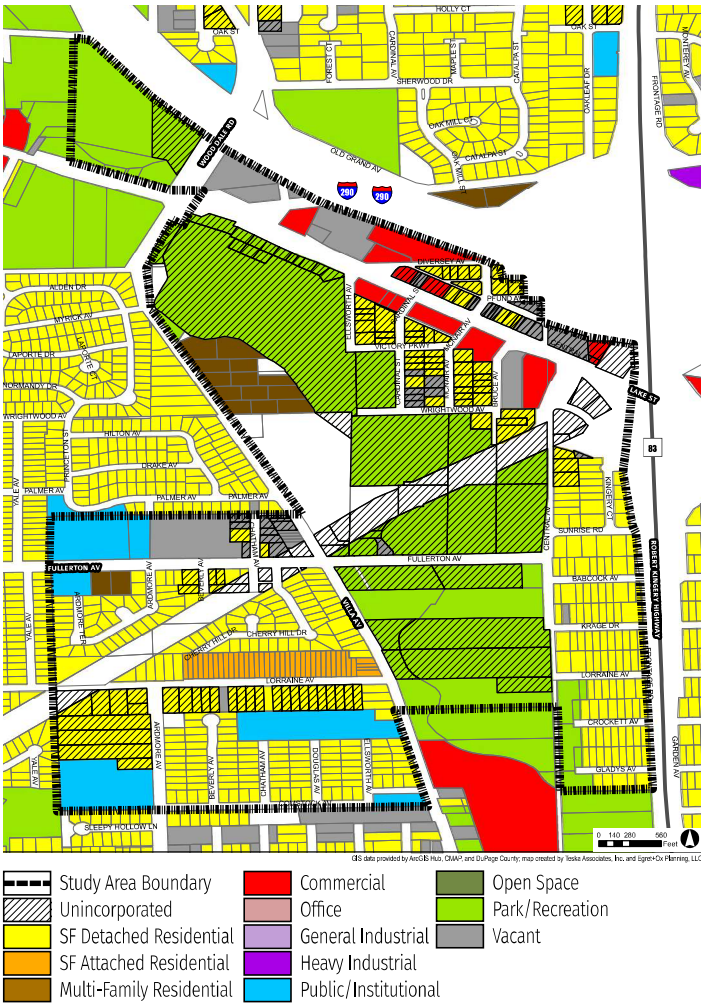


FIGURE 5.39
EXISTING LAND USE MAP | SUB-PLANNING AREA 7

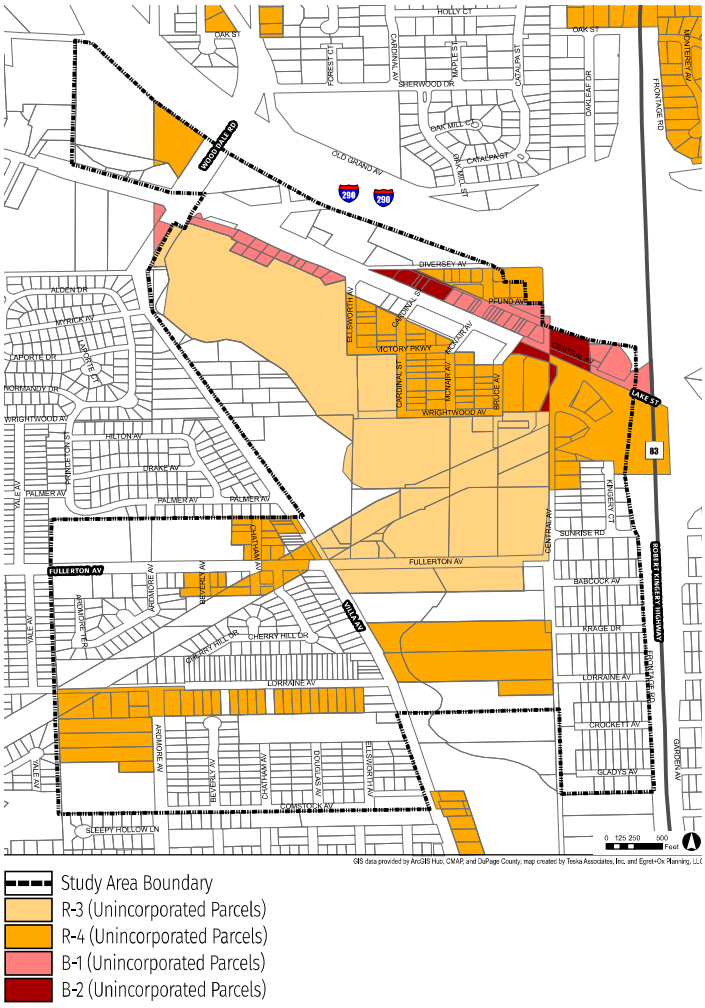


FIGURE 5.40
EXISTING COUNTY ZONING MAP | SUB-PLANNING AREA 7

Existing Land Uses

Three main land uses are a majority of the unincorporated are: ComEd right-of-way, Salt Creek Greenway, and Cricket Creek Forest Preserve. Single family homes and a few auto-oriented commercial uses along Lake Street make up the remaining unincorporated parcels. Surrounding incorporated areas include: single family homes; Villa Brook apartments; commercial businesses along Lake Street; America's Family Medical Center; Village of Addison Wastewater Treatment Facility; St. Joseph Catholic Church; Villa Avenue Church of Christ; Messiah Baptist Church; and Ardmore Elementary School.

Zoning

As shown in the Existing County Zoning Map in Figure 5A7.3, the unincorporated parcels in Area 7 are characterized by multiple zoning districts: R-3 (Single Family Residence District), R-4 (Single Family Residence District), B-1 (Local Business District), and B-2 (General Business District). The R-4 residential zone is primarily consistent with the single family homes that comprise the area, while the R-3 zone generally covers parts of the ComEd right-of-way, Salt Creek Greenway, and Cricket Creek Forest Preserve. The B-1 and B-2 business zones include the auto-oriented commercial uses along Lake Street, as well as a few single family homes, which are inconsistent with current zoning. Other than these few uses along Lake Street, there are no other notable conflicts between existing uses and underlying zoning. While B-1 is geared more towards "retail or service establishments supplying convenience items or personal services for the daily needs of residents within the neighborhood," B-2 is intended to "accommodate the needs of a larger consumer population... [with] a wider range of uses [permitted] for both daily and occasional shopping."

SUB-PLANNING AREA 7

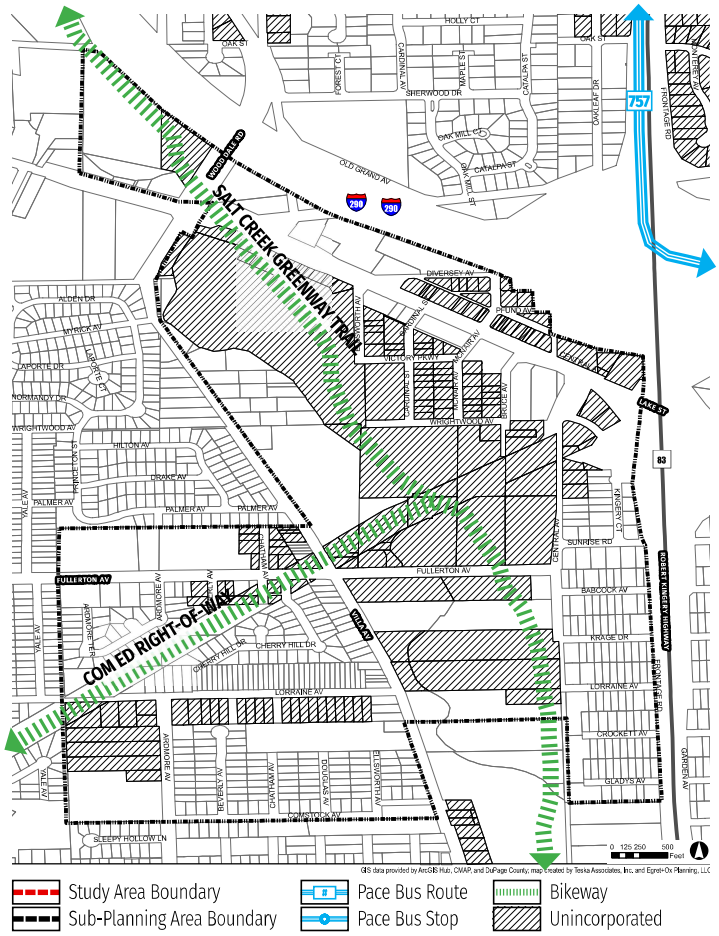


FIGURE 5.41
TRANSPORTATION NETWORK MAP | SUB-PLANNING AREA 7

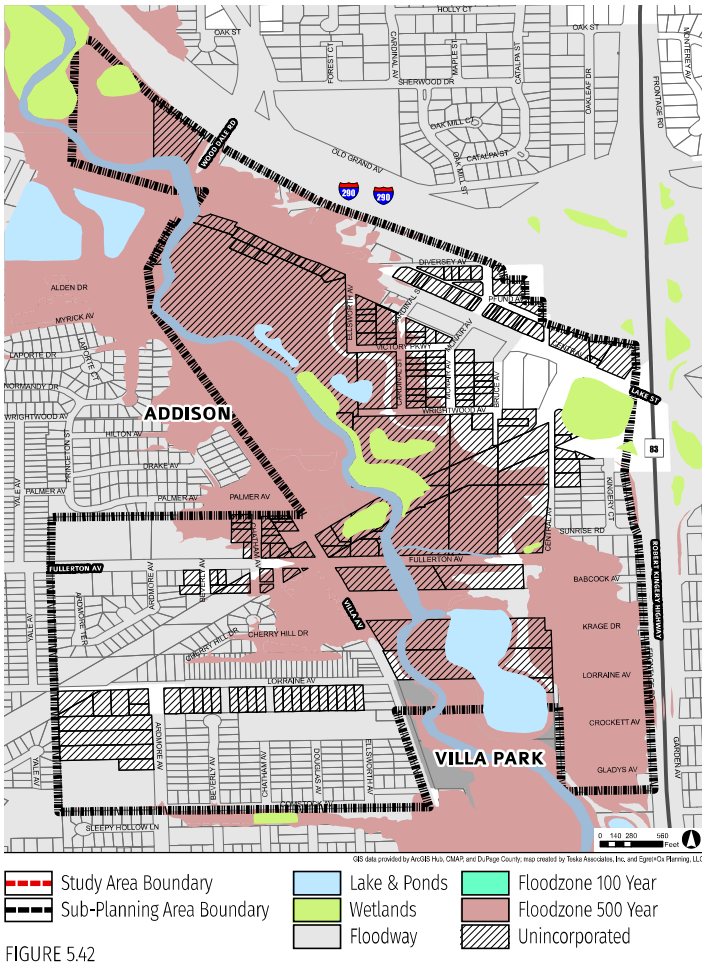


FIGURE 5.42
ENVIRONMENTAL CONDITIONS MAP | SUB-PLANNING AREA 7

Transportation Network Characteristics

BIKE/PED ROUTES: Salt Creek; limited local routes; need higher visibility for bikes/peds at Wood Dale Road and Lake Street (pavement striping and increased signage)

COMMUTER RAIL: Villa Park Metra Station [SOUTH]

BUS: Pace Routes 757; possible bus queue jump and improved bus stop waiting area at Route 83 and 3rd Avenue; possible bus use of shoulders on Route 83

OPPORTUNITIES:

- Provide connection across Villa Avenue to Salt Creek
- Provide continuous sidewalks on Villa Avenue and south side of Lorraine Avenue

Environmental Conditions

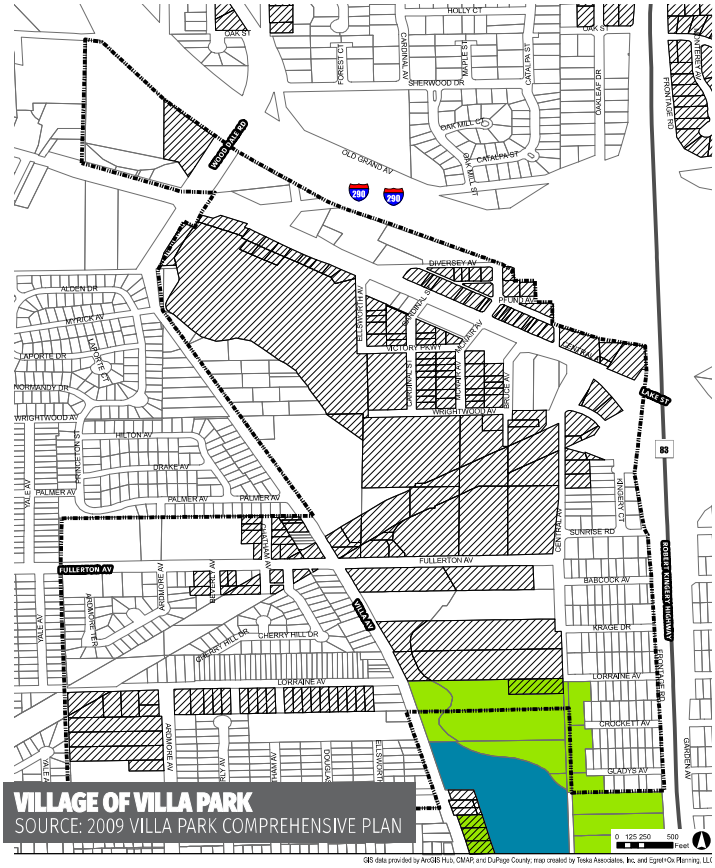
Environmental conditions from the Cricket Creek County Forest Preserve and Salt Creek have a significant effect on almost all of the unincorporated parcels within Sub Planning Area 7. Flooding is the major issue as Salt Creek runs directly through the middle of the planning area. Although most of the parcels are designated as park/open space, the flood zone expands to the single family housing surrounding the forest preserve and a part of the commercial development area on Lake Street.

SUB-PLANNING AREA 7

Future Land Use Analysis

The maps in Figure 5.43 compare of the future land uses[7] in Area 7 as designated by DuPage County, the Village of Addison, and the Village of Villa Park. DuPage County and the two municipalities are generally consistent in maintaining a single family residential neighborhood along the prominent open spaces (ComEd right-of-way, Salt Creek Greenway, and Cricket Creek Forest Preserve), as well as commercial uses along Lake Street. The few land use differences primarily relate to the designation of the ComEd right-of-way as either utility/transportation/infrastructure (Addison) or open space or single family residential (County).

7 Since DuPage County's Land Use Plan has not been updated since 1997, the County's future land use designations are over 20 years old. Some of the unincorporated parcels shown in the County's Land Use Plan have been annexed into local municipalities since the plan was adopted in 1997. As a result, certain parcels in the DuPage County map below have a land use designation even though these parcels are no longer unincorporated. Addison and Villa Park's future land use designations are more recent deriving from their 2013 and 2009 Comprehensive Plans, respectively.



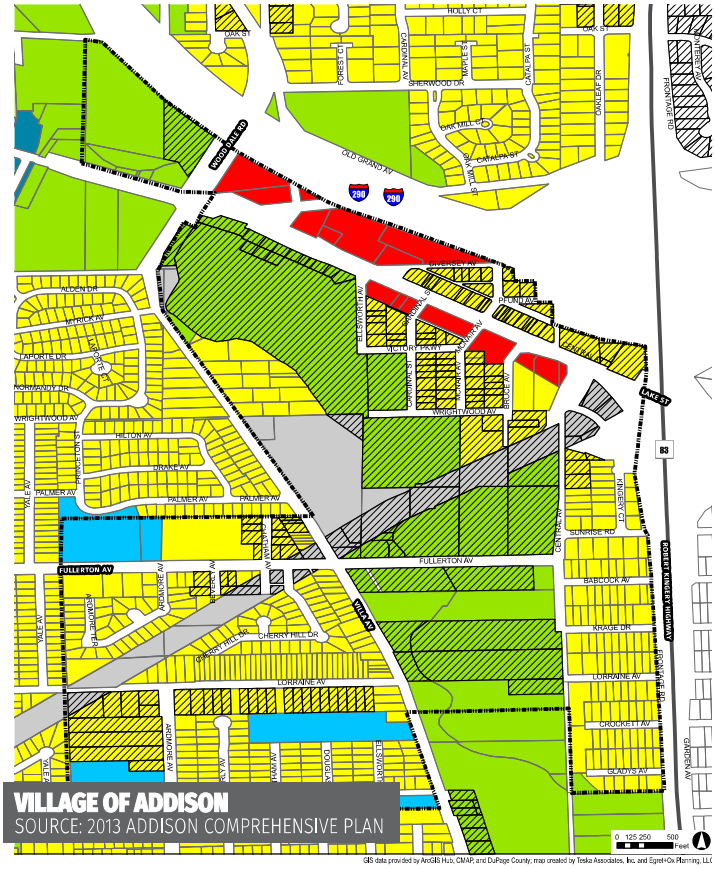


FIGURE 5.43
COMPARISON OF COUNTY & MUNICIPAL FUTURE LAND USE DESIGNATIONS | SUB-PLANNING AREA 7

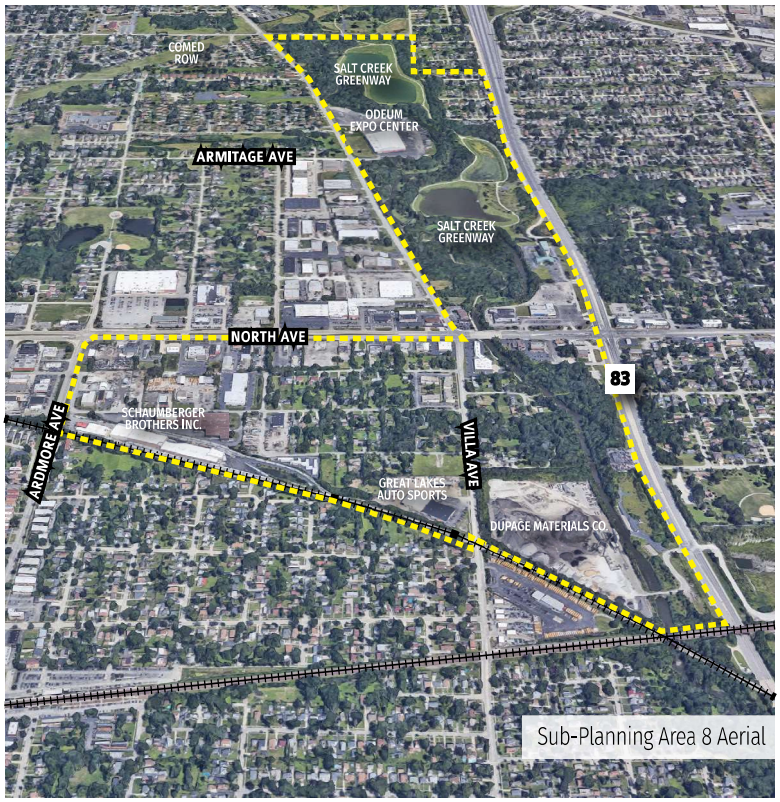
SUB-PLANNING AREA 8

LOCATION

Sub-Planning Area 8 is located in the southern segment of the Route 83 Corridor study area. Situated along the western side of Route 83, Area 8 is generally bounded by Lorraine Avenue on the north, Route 83 on the east, CN Railroad on the south, and Ardmore Avenue on the west. The Salt Creek Greenway winds down the entire eastern side of Area 8. Unincorporated parcels are mostly located in the southern section of Area 8, with a few unincorporated parcels scattered to the north. Area 8 is mostly located in the northern section of the Village of Villa Park, with a few parcels along Route 83 located within the Village of Elmhurst.

AREA CHARACTER

The northern portion of the area includes a few unincorporated sites along Villa Avenue, but mostly consists of the continuation of Cricket Creek County Forest Preserve and Salt Creek. The Odeum Expo Center is a large commercial use in this area. The portion of the sub area south of North Avenue consists of single family homes, commercial sites along North Avenue and a large industrial site to the far south (DuPage Materials). Most of the unincorporated parcels are single family housing, which abut incorporated industrial and commercial sites.



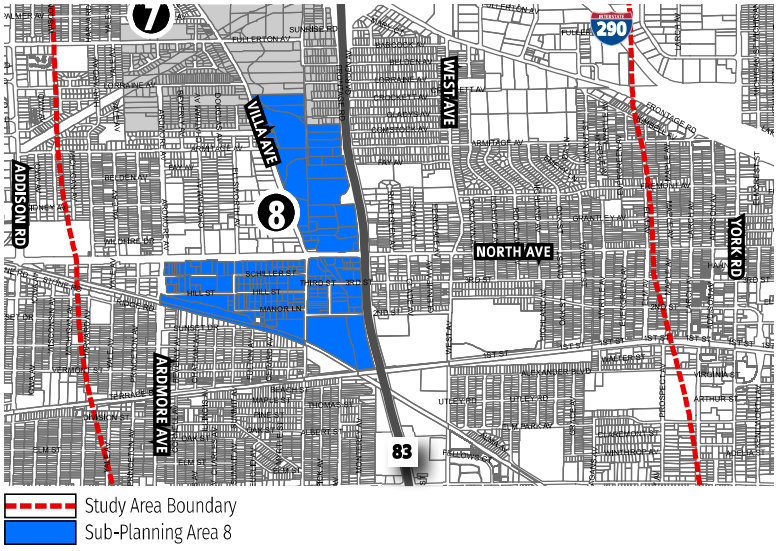


FIGURE 5.44
LOCATION MAP | SUB-PLANNING AREA 8

JURISDICTIONS

Water: DuPage Water Commission
Grade School Districts: Addison District 4; DuPage County District 45; DuPage County Unit District 205
High School Districts: DuPage High School District 88; DuPage County Unit District 205
Community College Districts: College of DuPage District 502
Park Districts: Addison; Elmhurst
[NOTE: NOT ALL PROPERTIES ARE LOCATED WITHIN A PARK DISTRICT.]
Fire Protection Districts: Addison; York Center Fire Protection District
Special Police Districts: Villa Park Police Department; Elmhurst Police Department; DuPage County Sheriff's Office for unincorporated parcels
Library Districts: Elmhurst; Villa Park
Special Service Districts: None
Airport: DuPage Airport Authority
Political Jurisdictions: County Board District 1, 2; Congressional District 8; Illinois Representative District 46, 77; Illinois Senate District 23, 29

SUB-PLANNING AREA 8

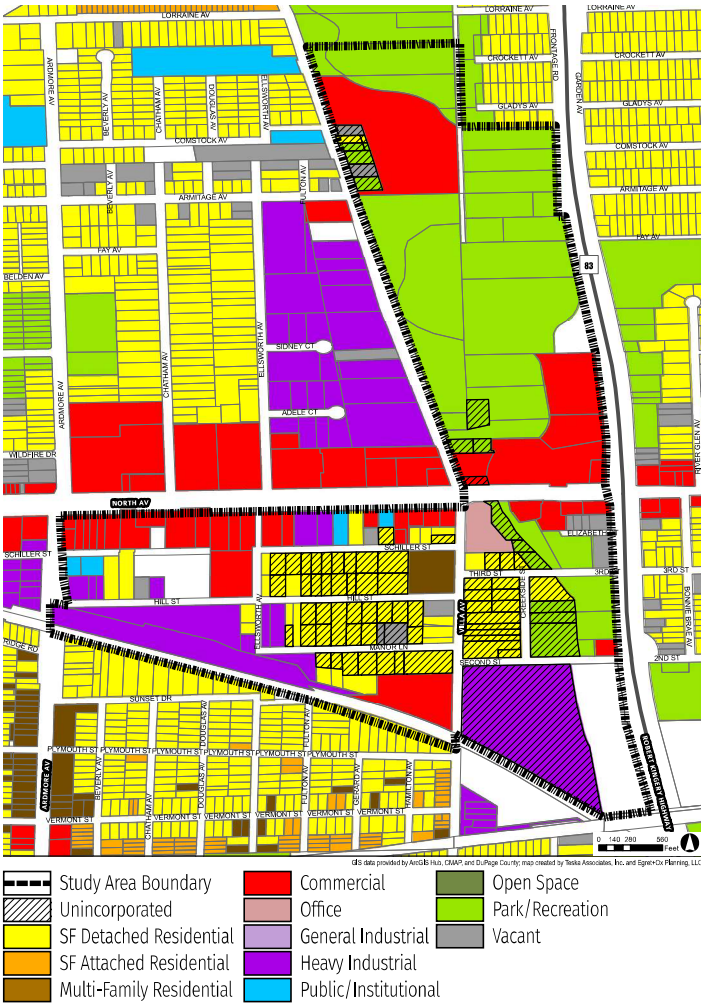


FIGURE 5.45
EXISTING LAND USE MAP | SUB-PLANNING AREA 8

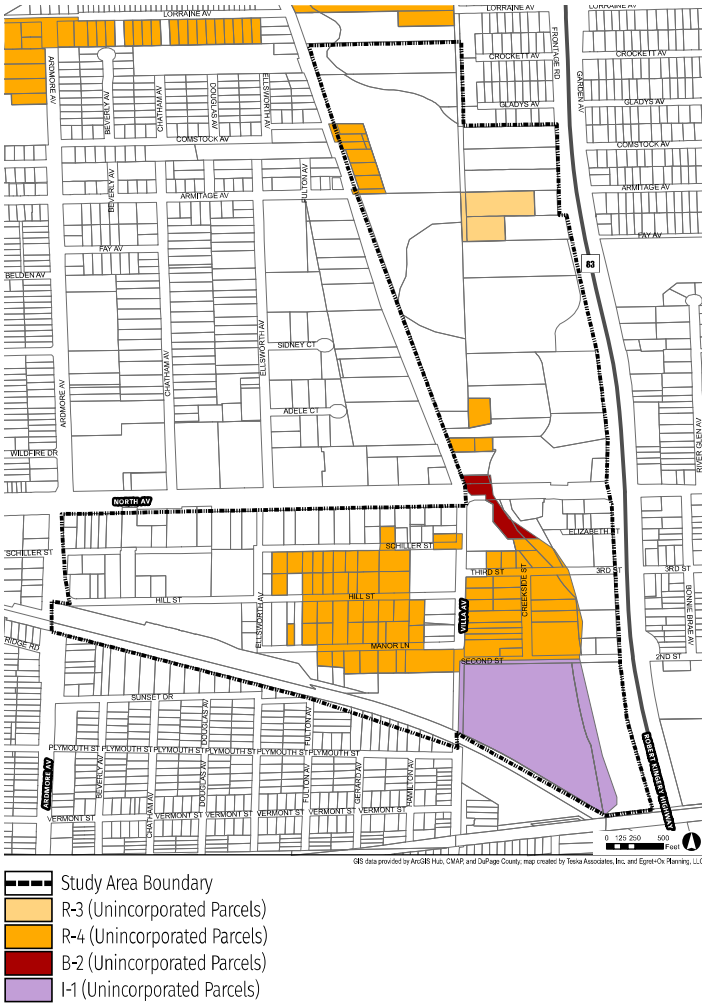


FIGURE 5.46
EXISTING COUNTY ZONING MAP | SUB-PLANNING AREA 8

Existing Land Uses

Most of the unincorporated parcels in Area 8 are single family homes, along with a few non-residential uses such as the Odeum Expo Center, DuPage Materials Company, and commercial businesses along North Avenue. The Salt Creek Greenway encompasses a majority of the surrounding incorporated area along Area 8's eastern side. Other uses on incorporated parcels include: single family homes; Great Lakes AutoSports; the CN Railroad railyard; Schamberger Brothers beverage distribution facility; and commercial businesses along North Avenue.

Zoning

As shown in the Existing County Zoning Map in Figure 5.46, the unincorporated parcels in Area 8 are characterized by multiple zoning districts: R-3 (Single Family Residence District), R-4 (Single Family Residence District), B-2 (General Business District), and I-1 (Light Industrial District). The R-4 residential zone is consistent with the single family homes that comprise the area, while the R-3 zone generally covers part of the Salt Creek Greenway. The B-2 business zone covers the commercial uses at the North Avenue/Villa Avenue intersection. The I-1 industrial zone includes the DuPage Materials Company north of the railroad along Villa Avenue. There are no notable conflict between existing uses and underlying zoning.

SUB-PLANNING AREA 8

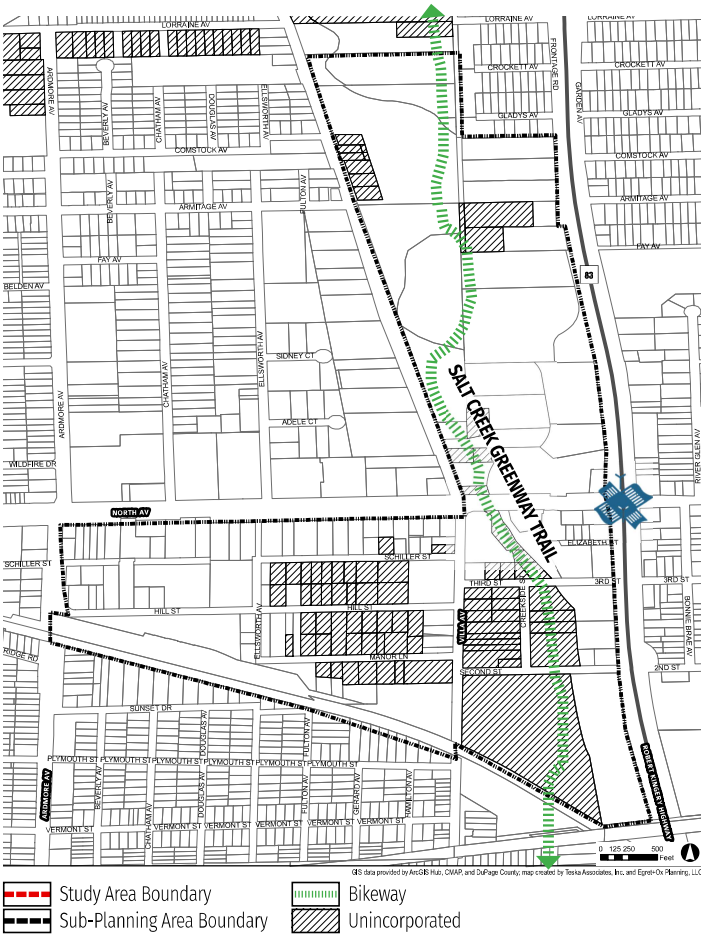


FIGURE 5.47
TRANSPORTATION NETWORK MAP | SUB-PLANNING AREA 8

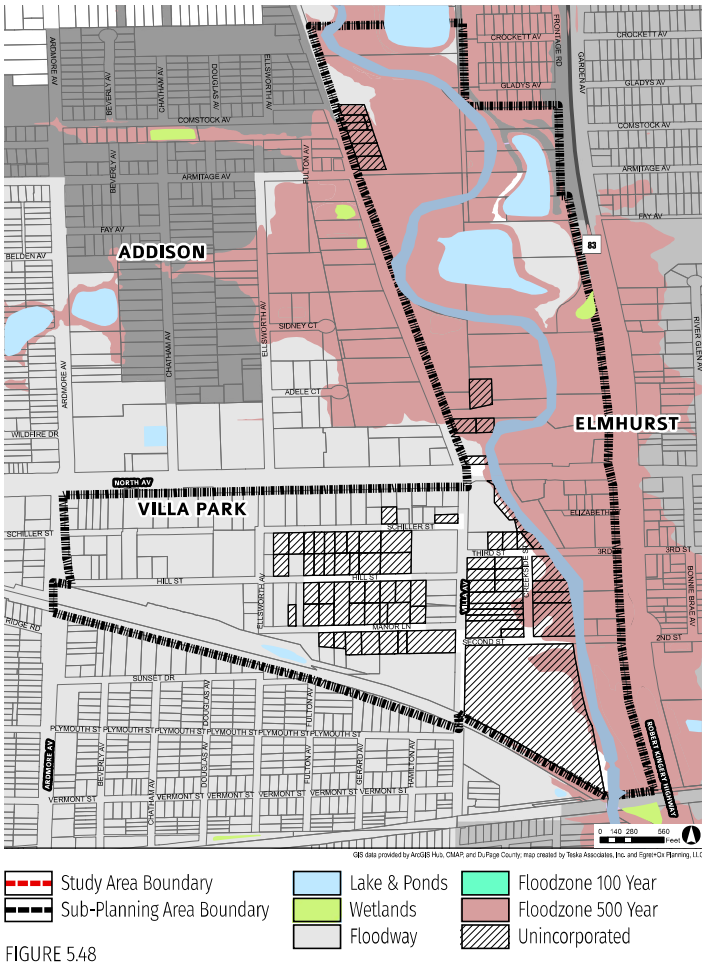


FIGURE 5.48
ENVIRONMENTAL CONDITIONS MAP | SUB-PLANNING AREA 8

Transportation Network Characteristics

BIKE/PED ROUTES: Salt Creek, Great Western, Prairie Path, and Elmhurst routes

COMMUTER RAIL: Elmhurst Metra Station [EAST]

BUS: Pace Routes 312, 309, and 332; possible bus queue jump and improved bus stop waiting area at Route 83 and 3rd Avenue; possible bus use of shoulders on Route 83

POTENTIAL INTERSECTION IMPROVEMENT(S): Route 83/ North Avenue intersection, including pedestrian, bike, and transit access; explore potential to create as urban interchange

OPPORTUNITIES:

- Provide continuous sidewalks on Villa Avenue
- Provide continuous sidewalks on North Avenue
- Improve access management and cross access to north for potential northwest corner redevelopment at Route 83 and North Avenue
- Utilize Odeum Expo Center for pilot test of regional automated truck parking service

Environmental Conditions

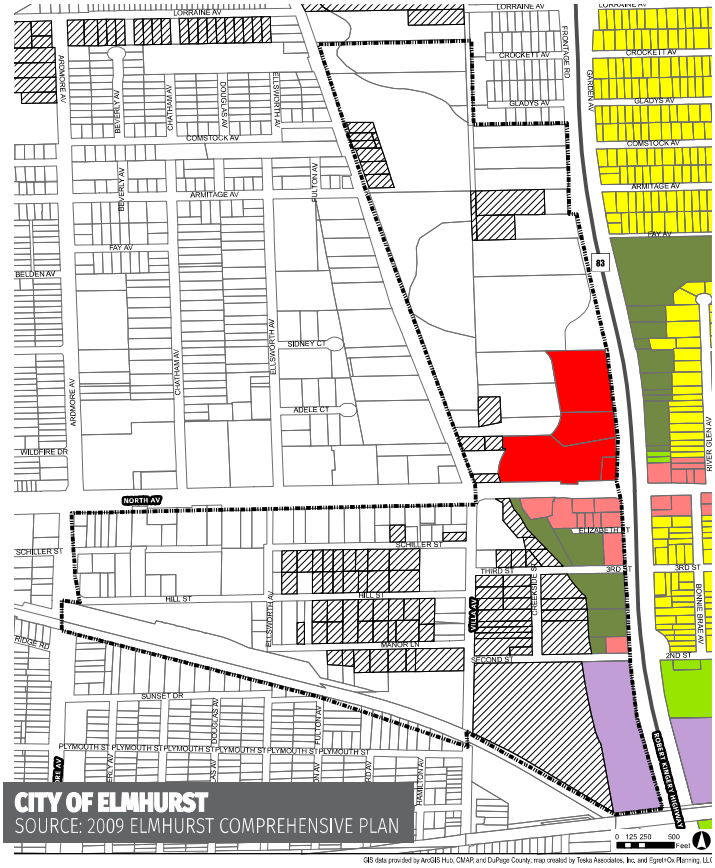
The largest environmental condition on the area is Salt Creek, which runs through the Cricket Creek Forest Preserve and spans the whole length of the planning area. The unincorporated parcels along Salt Creek have potential for flooding. The remaining unincorporated parcels to the west of the planning area have no environmental conditions.

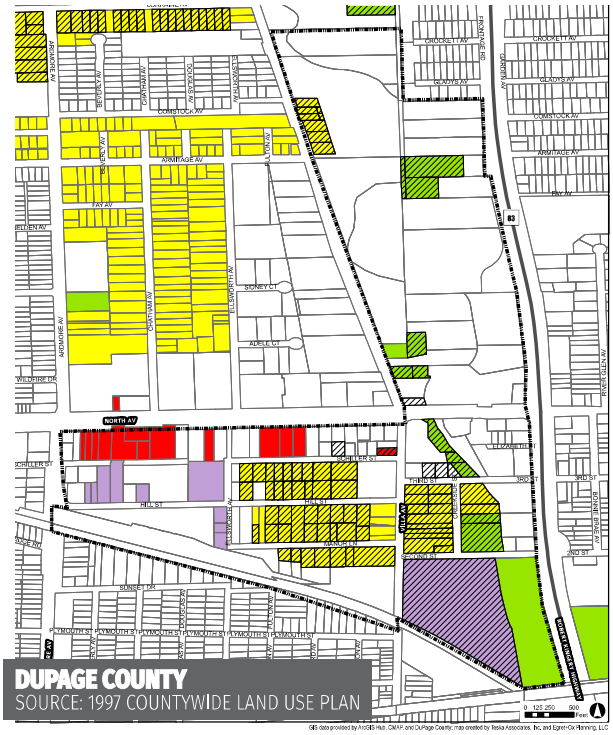
SUB-PLANNING AREA 8

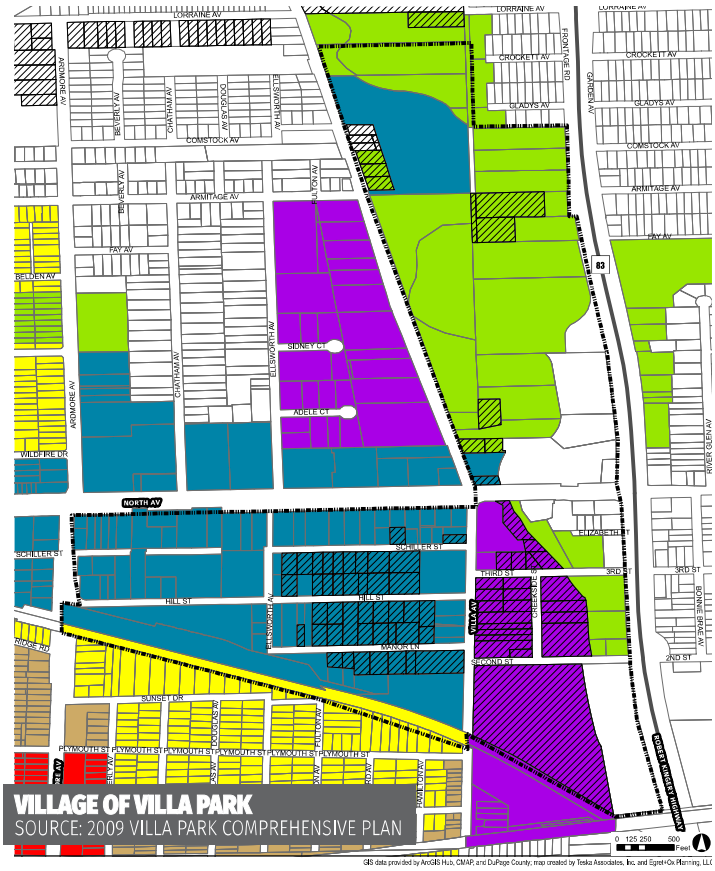
Future Land Use Analysis

The maps in Figure 5.49 compare the future land uses[8] in Area 8 as designated by DuPage County, the Village of Villa Park, and the City of Elmhurst. Future land use plan maps for DuPage County and the two municipalities diverge to a limited extent. For example, Elmhurst recommends industrial use along Route 83 at the far southeastern edge of Area 8, while the County indicates open space. However, Villa Park and the County both recommend industrial use on the immediate parcel to the west, which is currently home to the DuPage Materials Company. Furthermore, Villa Park recommends extending industrial use south of North Avenue between Route 83 and Villa Avenue, whereas the County intends this area to stay residential. West of Villa Avenue, Villa Park assigns the Corridor Mixed Use designation to much of the land along major corridors like North Avenue. While the County recommends a mix of residential, commercial, and industrial uses, this is generally covered by Villa Park's Corridor Mixed Use land use category.

[8] Since DuPage County's Land Use Plan has not been updated since 1997, the County's future land use designations are over 20 years old. Some of the unincorporated parcels shown in the County's Land Use Plan have been annexed into local municipalities since the plan was adopted in 1997. As a result, certain parcels in the DuPage County map below have a land use designation even though these parcels are no longer unincorporated. Addison and Villa Park's future land use designations are more recent deriving from their 2013 and 2009 Comprehensive Plans, respectively.







Study Area Boundary
Unincorporated
SF Detached Residential
SF Attached Residential
Multi-Family Residential
Commercial
Office
General Industrial
Heavy Industrial
Public/Institutional
Open Space
Park/Recreation
Vacant

FIGURE 5.49
COMPARISON OF COUNTY & MUNICIPAL FUTURE LAND USE DESIGNATIONS | SUB-PLANNING AREA 8

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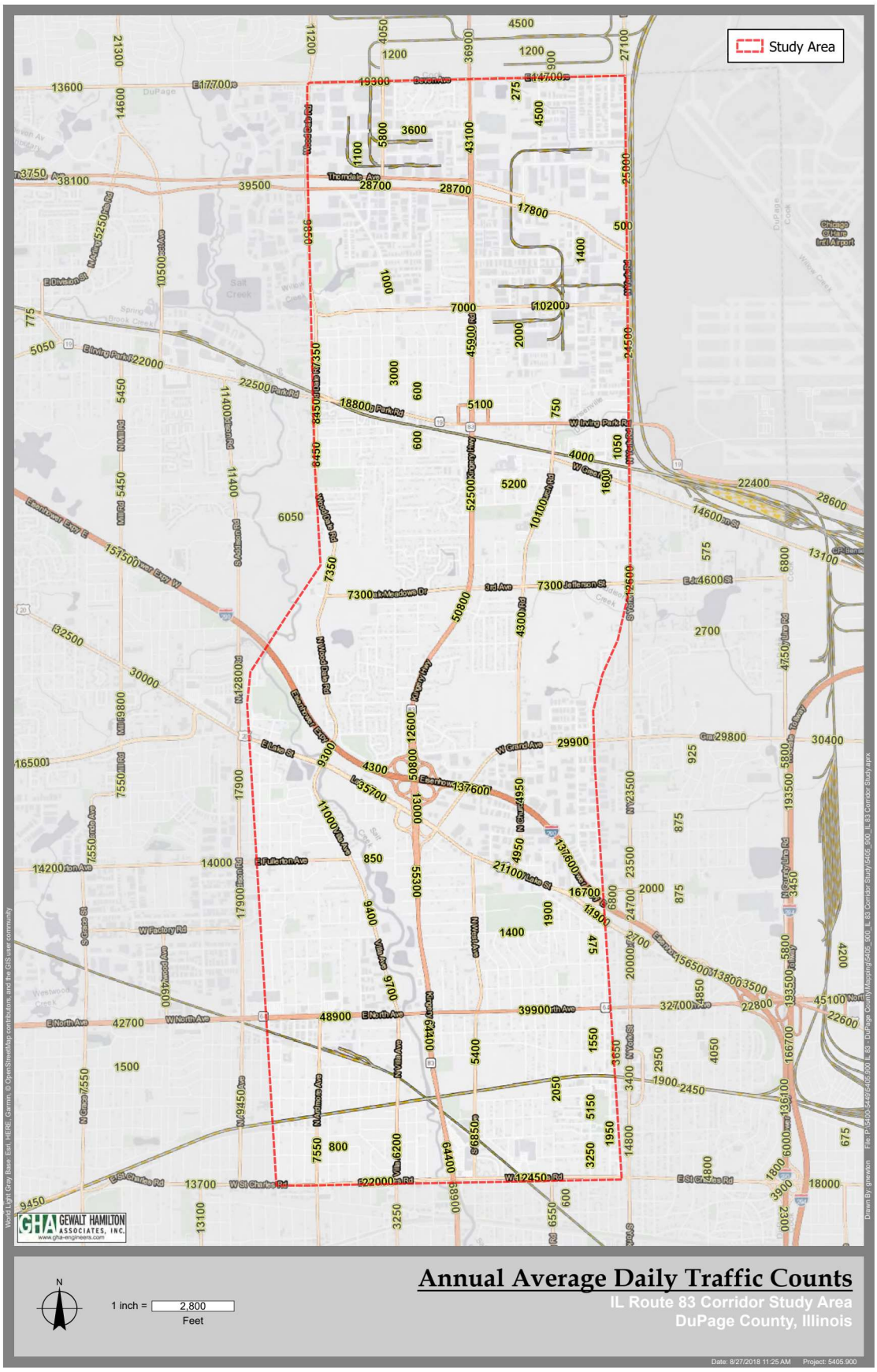
APPENDIX A | Annual Average Daily Traffic (ADT) Counts Map



APPENDIX B | Level of Service

Level of Service A: can be described as free-flow operations. Traffic is generally traveling at or above the posted speed limit. There is complete mobility between travel lanes.

Level of Service B: is described as reasonably free-flow operations. Traffic is traveling at average speed, about 70 percent of the free-flow speed. Complete mobility between lanes is generally available.

Level of Service C: can be described as at or near free-flow operations. Mobility between travel lanes is more restricted in midblock locations. Travel speeds are generally maintained around the posted speed limit. This is the design LOS for most suburban and urban arterials.

Level of Service D: is described as decreasing free-flow levels. Speeds decrease as the volume and delay increase. Mobility between lanes is much more reduced and driver level of comfort decreases. LOS D is often considered as the lowest threshold of providing "acceptable" operations in urban/suburban areas.

Level of Service E: is described as operations capacity. Flow is irregular, and speed varies rapidly, but rarely reaches the posted speed limit. There are virtually no useable gaps in traffic, making mobility between lanes challenging.

Level of Service F: is described as a breakdown in vehicular flow. Flow is forced, and every vehicle moves together, and frequent slowing is expected. Travel speeds are extremely low and significant queuing at signalized intersections is expected. Roadways operating at LOS F often have more demand than capacity.

Traffic Count Summary

IL 83 Corridor Study - DuPage County

Road & Location	Existing Average Daily Traffic (ADT) All Vehicles
1. IL Rte. 83	
a) North of Devon Avenue	32,100
b) South of Devon Avenue	38,100
c) North of Irving Park Road	45,100
d) South of Irving Park Road	50,800
e) North of I-290	52,100
f) South of Lake Street (US 20)	54,200
g) South of North Avenue (IL 64)	65,900
h) South of St. Charles Road	62,400
2. York Road	
a) North of Devon Avenue	27,100
b) South of Devon Avenue	25,000
c) North of Irving Park Road	24,500
d) South of Irving Park Road	12,600
e) North of I-290	23,500
f) South of Lake Street (US 20)	20,000
g) South of North Avenue (IL 64)	14,800
3. Tonne Road / Wood Dale Road / Villa Avenue	
a) North of Devon Avenue	11,200
b) South of Devon Avenue	9,550
c) North of Irving Park Road	9,550
d) South of Irving Park Road	8,450
e) North of I-290	7,350
f) South of Lake Street (US 20)	11,000
g) South of North Avenue (IL 64)	6,200
h) South of St. Charles Road	3,250
4. Devon Avenue	
a) East of IL 83	14,700
b) West of IL 83	19,300
c) West of Tonne Rd / Wood Dale Rd	17,700
5. Thorndale Avenue (IL 390)	
a) East of IL 83	17,800
b) West of IL 83	28,700
c) West of Tonne Rd / Wood Dale Rd	39,500
6. Irving Park Road (IL 19)	
a) East of York Road	22,400
b) East of IL 83	23,400
c) West of IL 83	18,000
d) West of Tonne Rd / Wood Dale Rd	18,500
7. I-290	
a) East of York Road	156,500
b) East of IL 83	137,600
c) West of IL 83	134,600
d) West of Tonne Rd / Wood Dale Rd	151,500
8. Lake Street (US 20)	
a) West of York Road	11,900
b) East of IL 83	21,100
c) West of IL 83	35,700
d) West of Tonne Rd / Wood Dale Rd	30,000
9. North Avenue (IL 64)	
a) East of York Road	36,800
b) East of IL 83	38,200
c) West of IL 83	44,400
d) West of Tonne Rd / Wood Dale Rd	44,100
10. St. Charles Road	
a) East of York Road	12,450
b) West of IL 83	22,000
c) West of Tonne Rd / Wood Dale Rd	13,700

Source: IDOT Existing ADT

Note: Volumes not officially recognized by DuDOT and subject to change over time

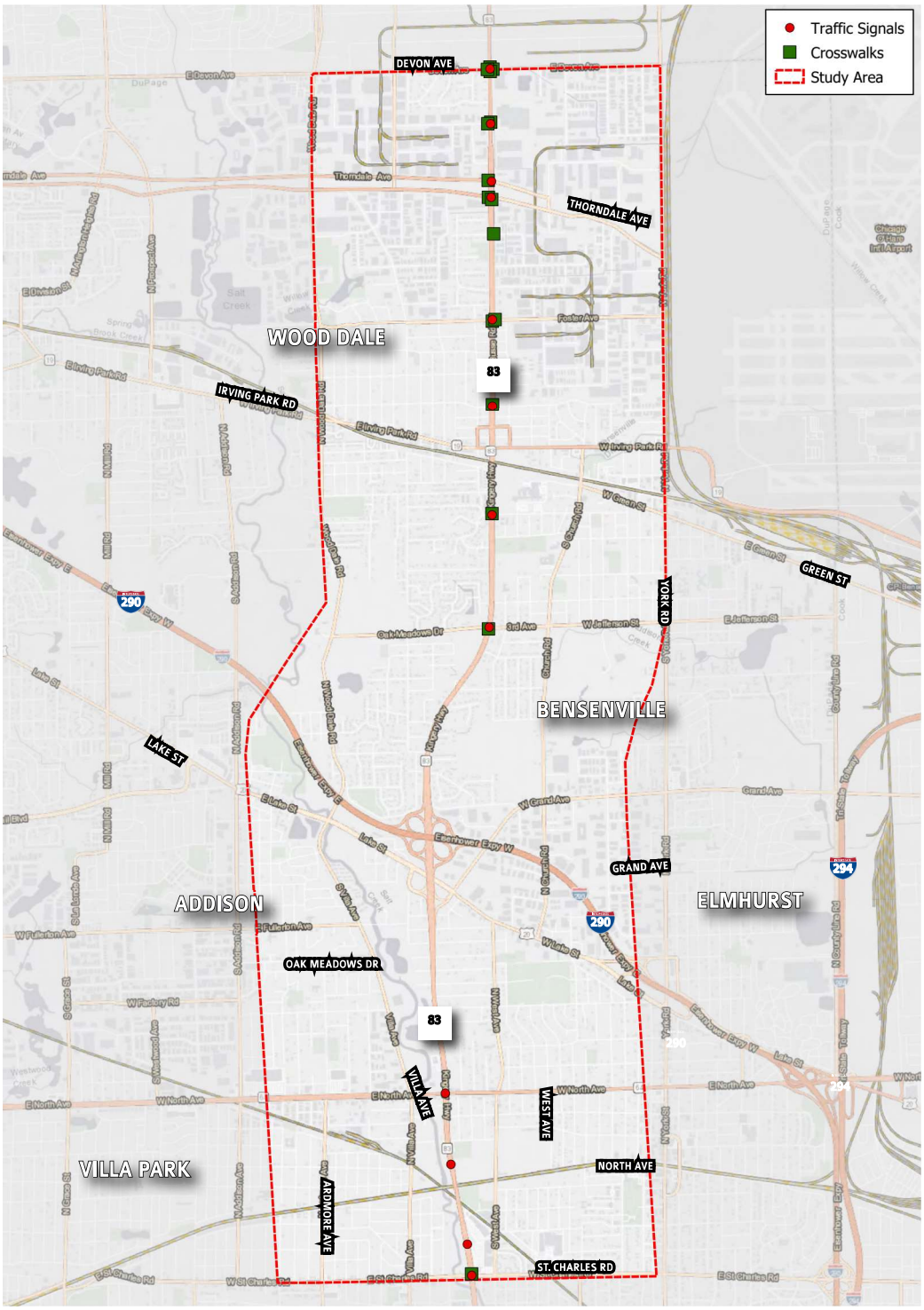
GHA GEWALT HAMILTON ASSOCIATES, INC.

APPENDIX D | Pace Bus Routes- Highest Level of Activity

ROUTE	DIRECTION	STOP	ONS + OFFS
223	E	Tower/Mark	15
	E	Busse/Devon	47
	E	Busse/Pratt	56
	E	Busse/Greenleaf	56
	E	Busse/Touhy	29
	E	Mark/Lively	26
	E	Lively/Devon	52
	W	Busse/Greenleaf	47
	W	Busse/Touhy	22
	W	Busse/Tower	68
	W	Tower/Mark	10
	W	Busse/Devon	60
313	E	St. Charles/York	10
	E	St. Charles/West	48
	W	St. Charles/York	9
	W	St. Charles/West	48
319	E	Grand/Wolf	30
	E	Wolf/North	39
	E	Bensenville Metra	22
	W	Wolf/North	46
	W	Grand/Wolf	25
	W	Bensenville Metra	9
332	N	York/North	11
	N	York/Dominick's	14
	N	York/George	9
	N	ORD Processing /Distribution Center	28
	N	Cargo Road/Lufthansa	10
	N	Cargo Road/Delta	9
	N	Bensenville Metra	17
	S	York/North	11
	S	Palmer/Schiller	14
	S	ORD Processing /Distribution Center	35
	S	Cargo Road/Lufthansa	54
	S	Cargo Road/United	37
	S	Bensenville Metra	22
	S	York/Grand	13
757	E	Rt 83/Thorndale	2
	E	Rt 83/Mark	9
	E	Rt 83/ Devon	3
	W	Rt 83/Thorndale	1
	W	Rt 83/Mark	14
	W	Rt 83/Devon	5

Source: Pace APC Data, Fall 2017

APPENDIX E | Traffic Signals & Crosswalk Locations



APPENDIX F | IDOT Crash Data, 2014-2016